

May 31st
1919

VOL. CXXVIII
No. 3325

Leslie's

Illustrated Weekly
Established in 1842

NOTE TO READERS: When you
order a copy of this magazine, please
specify the name of the person to
whom it should be sent, and the
address to which it should be
sent.

Published by Leslie's Publishing Co.,
222 E. 42nd St., New York, N. Y.
Subscription price, \$5.00 per
year in advance.



★ Copyright, 1919, by Leslie's



Life at its maddest—emotions that baffle description—experiences that run the gamut of every folly and crime—Maupassant pictures with a candor and art that defy imitation.

Nothing escapes him. The varnish of conventionality and the shams of hypocrisy hide nothing from his penetrating eye. His stories are full of life. There is action in every line. He never pauses to argue or moralize. In Maupassant's hands, *Events* serve more powerfully than *Sermons* to exalt virtue and condemn vice.

Every Maupassant story is a fresh surprise. There is always the fascination of unexpected situations.

A FALSE ALARM is a short story in Maupassant's most characteristic vein—one of hundreds where, in his inimitable way, he shows up the follies of hot-blooded youth: *No wonder there was consternation and dismay in the little apartment—that she was nearly prostrate with terror! For what single element of the direst tragedy was there lacking in the situation for her?* But Maupassant, defying all rules and precedents, as he does conventions, tells it just as it happened, and after many thrills, you'll enjoy a hearty laugh when you read this story, which is literally translated, as are all his other marvelous stories, and novelettes in this superb *Ferdun Edition* of

THE COMPLETE WORKS OF GUY de MAUPASSANT



A FALSE ALARM

GREATEST OF STORY WRITERS

Maupassant is famous in all civilized lands as the supreme master of the short story. The world's greatest writers have paid the highest tributes to his genius.

He observed life with a miraculous completeness and told what he saw with an intensity of feeling and with a precision which leaves the reader delighted and amazed. He was the most exact transcriber of life in literature.

In comparison with his novels and stories, all others appear artificial and labored. His choice of subjects is always redeemed by an exquisite irony and art.

The passions—lust and cupidity—which stir most men and women to action did not stay Maupassant's impartial hand so long as this ugly side of humanity existed. But pitiless as is his art, at times he surprises us with a touch of tender pathos in which we recognize the warm heart of a fellow man.

5,500 PAGES THAT WILL HOLD YOU CHAINED BY THE HOUR

All of Maupassant's Stories, Novels, Novelettes, Poems, Dramas. Entertainment for a Thousand and One Nights. Love and Life in Strange Lands Paris, the Orient, the African Hinterland. Stories of War, Crime, Mystery and Horror.

The beautiful full page frontispiece illustrations have been specially made for the VERDUN EDITION by the talented artist, J. E. Allen. This is the only English translation of Maupassant containing illustrations that interpret his stories pictorially with strict fidelity to the spirit of the text.

GIVEN TO PROMPT SUBSCRIBERS PAUL DE KOCK'S MERRY TALES

Very gay and very Gallic are these stories of the life of the Latin Quarter, of the cafés and cabarets—a wild, free, unrestrained life that has now disappeared. Few American readers know this smiling writer of stories of the petits bourgeois and the Parisian grisettes. But DE KOCK'S stories are as true to the life of his little world of the Paris boulevards as are the

stories of Maupassant to the variegated life of that larger world which he peoples with men and women of every nationality, caste and condition.

But to get this unique set with Maupassant you must be prompt. The supply is limited. And no more after these are gone.

Therefore, MAIL COUPON TODAY!



8 De Luxe Volumes in 4
(Each size 8 1/2 x 6 inches)
Over 2,000 Pages

Numerous Original Illustrations
Deckle-edged, laid paper
Big Type—Art De Luxe
Backram Binding—Gold Tops

—NOW READY—

THE VERDUN EDITION
COMPLETE—UNEXPURGATED. 17 Volumes
Rich Cloth Binding—Gold Tops
Each Volume 8 1/2 x 5 1/2 inches. Big, Clear 12 Point Type on Pure White Antique Paper

Don't think you know Maupassant because you've read a few of his stories in some inferior, garbled, expurgated translation. To really know him you must have the Verdun Edition.

A De Luxe Library Set For the Man or Woman of Taste. The Best Translated, Bound, Printed, and Illustrated of All English Editions.

A Marvelous Offer

by which you get everything that Maupassant wrote—17 splendid volumes (regular \$2.50 a volume value)—and Paul de Kock—8 De Luxe volumes bound in 4—or the equivalent of 25 big volumes, containing over 7,500 pages, printed in the largest and clearest type ever used in books, on paper you can hardly duplicate today at any price.

THINK OF IT! So many Maupassant stories that you can enjoy a new fresh one nearly every day in the year—and there's a complete Maupassant novel for quite every month in the year! And besides—2,000 sparkling pages of Paul de Kock—and all for \$25.00 (regular value \$52.50 for the 25 volumes)—provided you are prompt.

SEND \$1.00 AND COUPON NOW

if you want to order at the Instalment Price, \$25.00. Or send \$25.00 with order and save the \$2.00 cash discount. Books delivered Express prepaid.

MONEY BACK IF NOT SATISFIED

BRUNSWICK SUBSCRIPTION CO., L. 5-31-19
1116 Brunswick Bldg., New York City.

I enclose \$1.00 first payment on the 17-volume set of Maupassant and the 4-volume set of Paul de Kock. If as represented I will remit \$2.00 a month for 12 months after their receipt. Otherwise I will within 5 days ask for instructions for returning them at your expense, my \$1.00 to be refunded on their receipt.

Name _____
Address _____
Occupation _____

It Pays to Read Advertisements

Advertisements are news. Good news—timely news—helpful news.

News of the great world of business. Heralds of the world's improvements—builders of factories—makers of homes.

News of the latest styles.

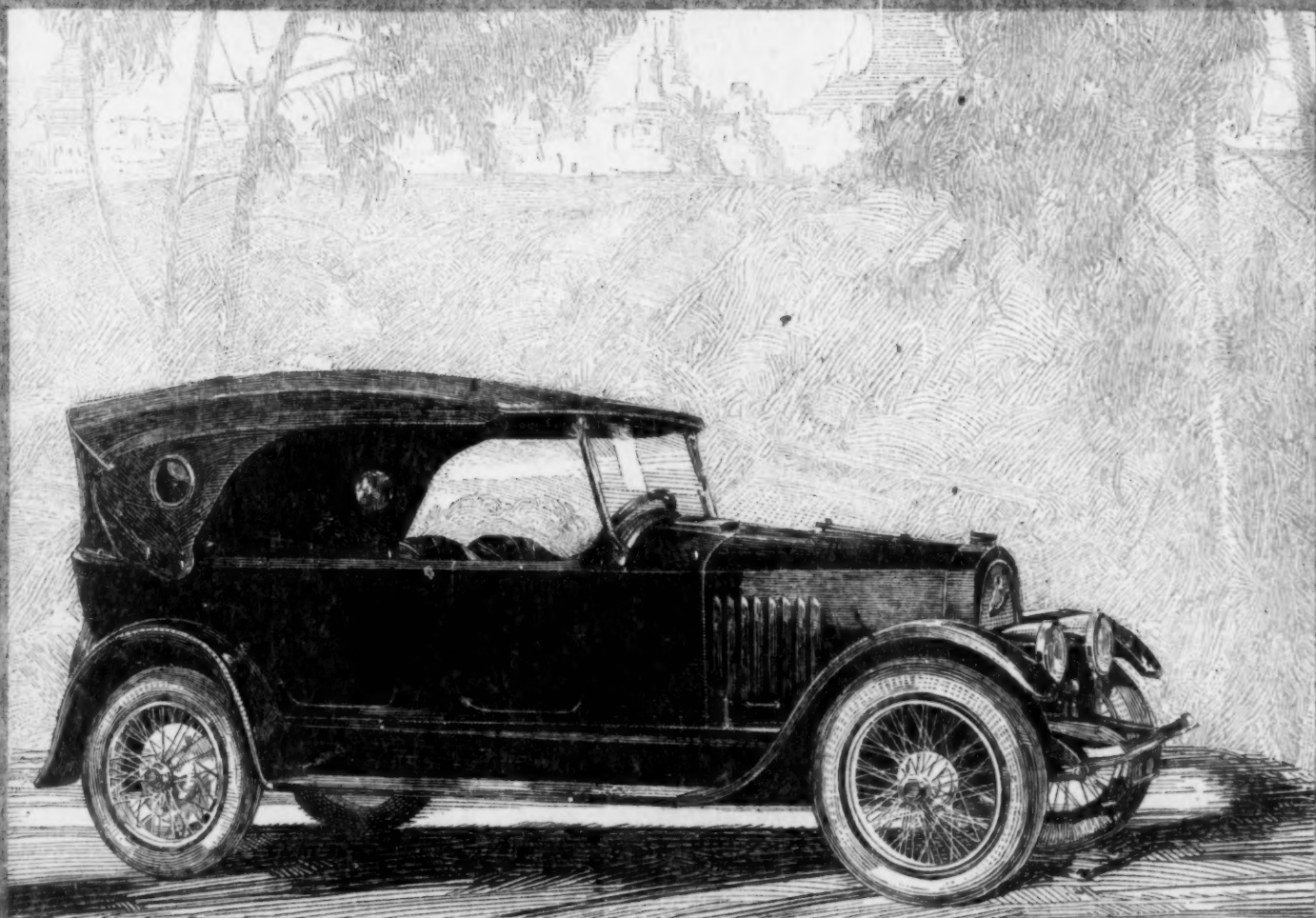
News of comforts unknown when father was a boy.

News that is handy to your eye.

News that you can't afford to hurry by.

News that will save you money.

Don't miss the advertisements.



Dynamic America Demands Results

The age of car generalities is passed.

Many own cars today. Car values are known.

Vague statements applicable to all cars alike do not satisfy.

The buyer insists on specific features.

This attitude has focused public attention upon the Apperson—America's manufactured custom-made motor car.

The Apperson is a car of definite values. Consider these superiorities:

The Apperson glides in high from 1 to 40 miles in 20 seconds.

No dust to take on country roads—no cars to pass you on city boulevards.

The Apperson comes to a dead stop from 40 miles an hour in 40 yards—4 seconds.

In crowded traffic with it you are master of every situation.

The Apperson, with a 130-inch wheelbase, turns in a 38¼-foot circle.

Easy to get in and out from city curbs—easy to turn around on narrow country roads.

The Apperson speeds as fast as road conditions will permit.

The Apperson Brothers were among the first to have racing teams in America. The Apperson is the "Jack Rabbit" Car.

The Apperson is light in weight, producing maximum mileage with minimum fuel consumption.

This also makes sensational tire mileage records possible by Apperson owners.

The Apperson is 99% built in the Apperson shops—it is a true product of tried experience.

This makes it a safe investment—it satisfies and endures.

The Apperson is built under the personal supervision of those pioneer motor car builders of Kokomo—the Apperson Brothers. Body and equipment by a New York designer.

So in it is combined rugged Hoosier chassis construction with a style dress from the world's metropolis.

The Apperson is the product of twenty-six years of experience, as in 1893 the Apperson Brothers built with their own hands the first mechanically successful American automobile. Dynamic America demands results.

Apperson produces them.

If you are approaching a car-buying decision—

"Drive an Apperson first—then decide."

Descriptive brochure sent upon request.
APPERSON BROS. AUTOMOBILE CO.
Manufacturers of Custom Made Motor Cars
KOKOMO, INDIANA

Export Department—100 West 37th Street, New York City

APPERSON

The Eight with Eighty Less Parts



Leslie's Illustrated Weekly Newspaper

JOHN A. SLEICHER,

Editor-in-Chief

CONKLIN MANN, Managing Editor

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

ESTABLISHED DECEMBER 15, 1855

CXXVIII

SATURDAY, MAY 31, 1919

No. 3325

10 CENTS A COPY
\$5.00 A YEAR IN ADVANCE
Published by the LESLIE-JUDGE COMPANY
225 Fifth Avenue, New York City

STANDING at the parapet of the fortress of Ehrenbreitstein, which fortress guards the Rhine and overlooks Coblenz, Germany, I gazed toward the west and the United States four thousand miles distant. Beside me was parked an American battery of 6-inch guns, bought from the French. Over my head waved an American flag, said to be the largest in France or Germany.

Near me, also looking at that United States, four thousand miles away, stood a tall, lanky Regular Army sergeant. I started the conversation by telling him where I was from and when I was returning. "Stranger," said he, "before I enlisted in the Regular Army I set type and acted as a news gatherer for a little weekly paper in Tennessee. When a man came to town we asked him what his impressions were. When you get back home you tell them this man's army wants to go home 'toot sweet.'"

"But," said I, "you are in the Regular Army, and what difference does it make whether you are stationed in a post in the United States or are mandatory to Turkey?"

"Regular Army h—l," he replied. "My enlistment will expire next October, and then I will be a regular Tennessean, setting type at Summit, Tenn."

"Why, a division of 26,000 men stationed next to us is slated to go home. The General has just asked for re-enlistments in the Regular Army. He got two out of the 26,000. Oh, yes; our American boys want to police Germany, Bulgaria and Armenia. Nil!"

This soldier's uncouth reply expresses the opinion of the officers and privates of our army as to our participation in a league of nations. They will be unanimous in their approval of the enlistment, in a regular army for mandatory purposes, of all those citizens that desire, jointly with England and other European nations, to police the world.

In Paris it is difficult to obtain definite statements from "high ups." From the French, the Belgians, the Italians and the newspaper men the impression is left with you that the plan of the league of nations is unworkable, no matter how well intentioned.

There seems to be a feeling of disappointment in connection with the treaty, as understood. Perhaps, because no one gets what he expected. War, like a fire, is a destruction of property and a destruction of the routine of business.

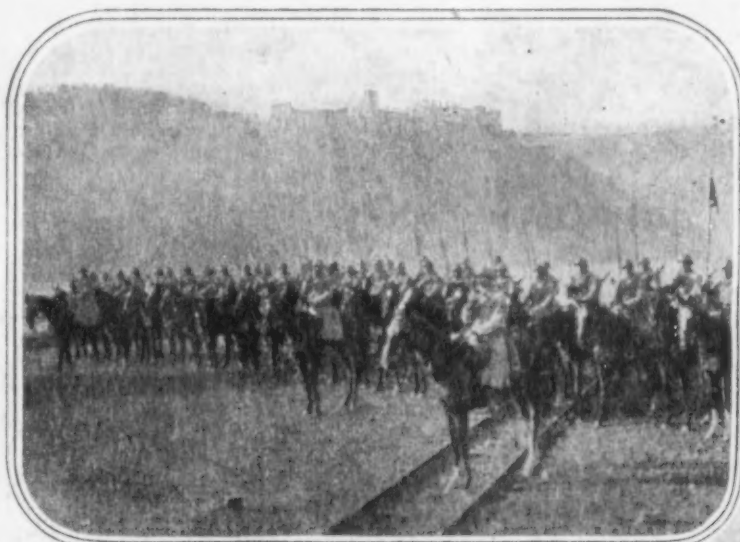
The destruction in this war has been so great it is impossible for the defeated nations to make good. France

Getting Over the War

By W. B. McKINLEY

Representative in Congress from Illinois

EDITOR'S NOTE.—Representative McKinley has just returned from Europe after a survey of the situation, having visited Brest, Tours, La Man, Gricres, Bourges, all headquarters for some department of Army work. He made an eight days' auto trip from Paris to Cologne and Coblenz, taking in the American battlefields, and he speaks with knowledge of conditions as they really existed.



Ehrenbreitstein and the new watch on the Rhine. The castle is in the background. French chasseurs are drawn up to receive General Mangin. An American doughboy on guard appears at the right.



and Belgium are bound to suffer severely. Their factories are destroyed and their customers and business gone. They have no money nor credit with which to resume, and the delay in signing a peace treaty has left them idle an additional six months. The German factories are intact and running, ready for business. I was much impressed with this on the France-Luxemburg front at Longwy. Groups of iron mills with great chimneys were seen. On the Luxemburg side smoke was issuing from the

chimneys and the works were running; on the French side, they were silent, with machinery destroyed or taken to Germany.

In a settlement the French are bound to lose, either way. If a large indemnity is exacted, the German must be permitted to get world trade in order to pay it. If he secures the foreign business he takes the customers away from the French, who will not be in condition to compete before two or three years. If the German is not permitted to go after this business he cannot pay and the losses of the French and Belgians will not be made good.

In the one thousand miles auto trip over eastern France, Belgium, Luxemburg and western Germany, one is brought face to face with the exhaustion of war. The man of from twenty to thirty years of age is gone, killed or disabled. Horses have been largely destroyed by war or eaten. In ten days' ride I saw one hog, one flock of about one hundred sheep and one flock of seven sheep. In a pasture about fifty miles from Paris I counted one herd of thirty cows; in another group seven cows. I am sure fifty additional would aggregate all the cattle I saw in pastures in the ten days. Cows are used before the plow as freely as horses. In the war region you see crowds of German prisoners filling up shell holes and trenches, but as in this section the houses are destroyed, great tracts of land are not being farmed this year. The population has not returned. Even in Luxemburg food and animals are scarce because everything has been sold to the Germans at fancy prices. Germany is hungry. From information coming to me I am under the impression many thousands have died of malnutrition, if not actual starvation.

I was informed by some of our officials, stationed east of the Rhine, that condemned United States Army horses were sold for food at prices running as high as three hundred dollars. Our Government is beginning to relieve suffering in our bridgehead around Coblenz.

You obtain eleven German marks for one American dollar. Before the war the value was a little over four marks.

Unfortunately our soldier is returning with a bad impression of the French people. He feels that now that the war is over they have no further use for him. He says they overcharge him for everything he buys. Perhaps the difference in language has something to do with the feeling.

Perhaps the fact that meat and sugar, in the cities, are literally "out of sight," and that eggs are seventy-five cents to one dollar per dozen, and butter one dollar and a quarter to two dollars per pound, has some connection with the charge for meals.

One cannot forget that of the voting population of nine millions in France before the war, one-sixth is dead

Concluded on page 870

EDITORIAL

"Stand by the Flag:—In God We Trust"

Out With Them All!

WHAT'S the matter with San Francisco? Why does California contribute bomb outrages to the list of unspeakable crimes that are America's shame—and then do nothing about it beyond futile attempts to run down the perpetrators, punctuating these attempts with endless talk and explanation and "on the eve of capture" stuff?

Why with Seattle's snappy anti-Bolshevik measures of last winter as a glittering example almost at her door, and the prompt action of the Tacoma authorities against the "Reds" in the month of April, does San Francisco dilly-dally with I. W. W. propaganda and pretend to be blind to the inevitable consequences—consequences of which the many weeks of idle shipyards on San Francisco Bay, just ended by the striking machinists, finally consenting to live up to their wartime agreements with the employers, are but an example?

Why was a representative of LESLIE'S able to buy, from several conspicuous newsstands on San Francisco's main business artery, Market Street, on which they were displayed for sale, copies of incendiary papers published at I. W. W. headquarters in New York and Chicago?

Why in the name of Good Government is a newspaper permitted to be flaunted anywhere in the United States, bearing over the front page heading, on its issue of April 1, the flier: "Hungary Goes Over the Top—Come On, You Bolsheviks!"

The answer, in the case of San Francisco, seems to be a case of spineless city administration, headed by a mayor whose reputation for essaying to "carry water on both shoulders" by playing politically to two galleries—manufacturers' and employees'—has ceased to be a novelty to those versed in the municipal politics of our large cities.

The continuous performance from soap-boxes painfully conspicuous to patriotic, self-sacrificing men returning from Army service overseas nauseates them. They gave up everything to cross the Atlantic and help wipe out the forces that had turned the world upside down. They come back to the Land of Liberty that they left and find it the "Land of License"—license of the most dangerous sort.

New York's administration also needs some Seattle spine of the Ole Hanson brand; or of the Tacoma species. Chicago could use some also.

The Far Northwest is setting a pace worth while in grappling with the most serious national menace.

Are the three most metropolitan cities in the country going to continue to let anarchists consider them a paradise of fertile soil in which to sow and cultivate the seeds of national ruin!

Out with them all. Let them try Russia, if they like Bolshevism so well.

Idaho Discards the Direct Primary

AFTER ten years' experience with the direct primary system of nominations, the state of Idaho has returned to the convention plan. The change just made had the full and willing consent of both Republicans and Democrats. The only opponent to the repeal was the notorious Non-Partisan League, which has found the direct primary an efficient means of capturing party machinery for its own purposes.

Idaho has learned, through a decade of actual practice, that the American ideal of majority-rule can be secured only through control by the party of the men whom it places in nomination as representatives of its membership and principles. Idaho's experience has proved that the direct primary makes for party destruction and opens opportunities for vicious organizations to gain power. It makes the party responsible for the nominee, but does not make the nominee responsible to the party. Whatever the individual sponsors as a candidate, the party must bow to or go down in defeat.

This was vividly forced on public attention in Idaho last fall when the Non-Partisan League invaded the political arena. By taking its members into the Democratic primaries it defeated the regular candidates and nominated its own. As a result Democrats flocked to the Republican ticket to repel the common enemy. The League's mislabeled candidates were disastrously defeated, but the Democrats likewise were robbed of a chance to win.

In Oregon, Washington and Idaho the majority party has frequently been defeated by a well-organized minority. In Oregon, for example, the Democratic party, while in the minority, ruled for years; elected two governors and two United States senators. It won by employing two simple tricks: First it encouraged Democrats

The People and the Mob

By COLONEL HENRY WATTERSON

THE people en masse constitute what we call the mob. Mobs have rarely been right—never except when capably led. It was the mob of Jerusalem that did the unoffending Jesus of Nazareth to death. It was the mob in Paris that made the Reign of Terror. From that day to this mobs have seldom been tempted, even had a chance to go wrong, that they have not gone wrong. The "people" is a fetish. It was the people, misled, who precipitated the South into the madness of secession and the ruin of a hopelessly unequal war of sections. It was the people backing if not compelling the Kaiser, who committed hari-kari for themselves and their empire in Germany. It is the people leaderless who are now making havoc in Russia. Throughout the length and breadth of Christendom, in all lands and ages, the people, when turned loose, have raised every inch of hell to the square foot they were able to raise, often upon the slightest pretext, or no pretext at all.

to register and vote in Republican primaries for weak candidates and then beat them at the polls. It encouraged defeated Republican primary candidates to run as "independents" in the final elections, and thus split the majority party vote and rendered it too weak to win.

The West is fast losing its respect for the direct primary. Experience is teaching it that the primary system does not further principles and good government, but does foist the unscrupulous and well-financed into office and the minority into power. From the West's experiences the East should profit.

For Better Government

THE creation of a trust fund of nearly a million dollars by a leading citizen of Philadelphia to keep clean the city administration is at once a mark of disinterested citizenship on the part of the testator and a reflection on the government of most American municipalities. The terms of the trust provide for securing honest and impartial enforcement of all contracts made by the city, the prompt prosecution of persons guilty of violating provisions of city contracts and the prosecution of frauds, including election frauds.

The fault is not with Philadelphia alone, but is characteristic of the system under which our cities are run. The city is the most difficult field in which to secure civil service reform. In New York City Mayor Hylan appointed a veterinary surgeon as chief of the Fire Prevention Bureau, a position requiring technical qualifications. Recently the grand jury indicted this appointee for conspiracy and for alleged attempts to sell protection to moving-picture houses. Another instance is the appointment of the Mayor's family physician as sanitary superintendent of the Health Department involving public health work vital to 5,000,000 people.

The remedy at hand for such conditions is to take these positions entirely out of politics and make appointments dependent upon civil service examinations. The Philadelphia testator could not have done more wisely than to select as trustee of his fund the Civil Service Reform League, composed of public-spirited men who are giving their thought and time without remuneration to the great object of making capacity the test of fitness for the public service as it is for the private service.

Cause and Effect

IN 1847. Communistic manifesto issued by Karl Marx:

Let the ruling classes tremble at a communistic revolution. The proletarians have nothing to lose but their chains. They have a world to win. Working men of all countries unite!

In 1918. Result of first actual application of the Marxian principle on a broad scale. A dispatch from Berne, Switzerland, dated December 23, 1918, reads:

Reliable information from Russia brings confirmation of reports that the socialization of industry there is a complete failure. Official statistics show that in almost all the 513 mills and factories controlled by the state expenses have considerably exceeded receipts. During the first four months of 1918, the government paid out more than 400,000,000 rubles to cover these deficits, and has been obliged up to the present to advance more than 1,000,000,000 rubles to the factories under its control. Technical experts assert that Russian industry has been crippled for many years to come by the Bolshevik regime.

Here is the answer to all the emotional clap-trap about the great need of and the vast benefits to be derived from the socialization of industry. Business management depends upon creative leadership and intelligent direction. Empty illusions do not supply these qualities.

The Plain Truth

FARMERS! The Farmers' National Council advocates Government ownership and operation of railroads, packing plants and the War Emergency Fleet. Suppose this principle were carried to its logical conclusion. Suppose the masses should insist that the Government take over the farms to reduce the cost of living. Suppose the consuming public should bring upon the Government a nation wide demand that this be done to lower the cost of foods. What then would happen to the \$2.26 price for wheat? In taking over the farms, suppose it were done, not on the basis of what the farmer considered his land now worth to him, but at a price the Government deemed just under normal conditions. Farmers would not be such enthusiastic advocates of Government ownership if it were applied to themselves, but that may be expected if their program as to other industries is carried out to its ultimate conclusion.

THE HORSE! Never before has the world so much needed the bounty of nature combined with the energy of man. And yet, in this country alone, 135,000,000 acres of fertile soil are devoted to the sustenance of the horse. This land, comparing in area, approximately, to that of the States of New York, Pennsylvania, Ohio and Illinois, could feed the starving millions of the world if the farm tractor and motor truck were used to replace the twelve million horses. The tractor, too, requires food in the form of fuel, but its energy comes from gasoline or kerosene—products obtained from underneath the ground—not from fertile soil which could otherwise be used to produce crops for human consumption. With farm land selling at from \$100 to \$300 per acre, investment of capital in land necessary to maintain so inefficient a machine as the horse has proved himself to be is little short of criminal. The horse has his special uses, and should not compete with a farm or highway machine which can perform the work of from six to a dozen horses at a marked saving in operating costs.

JUSTICE! The greatest sufferers during the war period have been the professional classes. The war left certain of these, such as architects and artists, with practically no call for their services. While wage earners reaped such harvest as they had never before enjoyed, those on small salaries found the period the hardest of their career. A few salaries have been advanced, but those who have profited least have been the public school teachers. Many communities have recognized the justice of doing something to make living conditions easier for the teachers. In Rockville Center, L. I., one of the smaller communities, teachers' salaries have been increased 30 per cent. LESLIE'S would be glad to get reports from other communities in the class with Rockville Center. In this connection we commend the plan of Representative Steenerson, chairman of the House Committee on Post Offices and Post Roads, to recommend to Congress an upward revision of salaries of postal employees "almost along the whole line." The general personnel of the Post Office Department have had greatly increased work during the war period with no increase of pay, and the failure of the mails to keep up to standard is not chargeable to these, but to those higher up.

OUR NEXT PRESIDENT?

Answers from men and women voters requested

In 1916 { I voted for {
 { or did not vote {

In 1920 I wish to vote for

Reader's name

Address

Please cut out and mail to

EDITOR LESLIE'S WEEKLY

225 Fifth Ave., New York City

Pictorial Digest of the World's News



JANE ADDAMS JEANNETTE RANKIN

Miss Jane Addams, of Chicago, presided at the Women's International Conference for Permanent Peace, inaugurated at Zurich, Switzerland, on May 12. Miss Jeannette Rankin, former Member of Congress from Montana, was one of the twenty-five delegates from America present. The Conference condemned the terms of the treaty presented Germany.



RESTORED TO CHINA

By the terms of the Peace Treaty this huge Celestial Sphere, part of the loot taken from China by Germany during the Boxer Rebellion, will be restored along with a number of other ancient astronomical instruments, some of which date back to 2000 B.C. The Celestial Sphere is seven feet in diameter, cast in massive bronze, and was constructed in 1674, for the Imperial Observatory at Pekin, by a French Jesuit missionary, Pere Verbiest. For eighteen years it has adorned the terrace in the Court of Orangery at Potsdam. Similar instruments seized by France at the same time have been restored to China. The Pekin observatory was founded by the Emperor Kublai Khan in 1279, but China's astronomical greatness was already well established.

WATCHING THE HUN'S HUMILIATION

With memories of another German invasion of Versailles, in 1871, when the lordly Teuton peace envoys had come to dictate terms to France, these Parisians, gathered about the fenced-off preserves of the present German peace delegates, are finding a sweet, and not unmalicious, pleasure in watching the tables turned on this latest band of Hun plenipotentiaries who are treading the old stamping-ground of their overbearing predecessors in the very different role of suppliants for mercy at the hands of their former victim. Men who can remember the scenes in Paris in 1871 recall that the Germans during those sad days rarely ever saw a Frenchman. During the enemy occupancy of the French capital Parisians exhibited their bitter humiliation by keeping within doors.



THEY MIGHT HAVE SPARED THEIR PAINS

These gentlemen are the military representatives of Germany's political subdivisions. Before the promulgation of the Treaty of Peace they met to discuss and settle the organization of Germany's republican army. They might have saved themselves the trouble had they suspected the nature of the Allies' plans for their army. In future there will be no compulsory military service in Germany, and the German army will be limited to a personnel total of 100,000 men.



AUSTRIA'S PLENIPOTENTIARY

Dr. Karl Renner, Austrian Chancellor, heads the peace delegation from Vienna to the Allied Conference. The Austrians are quartered at St. Germain-en-Laye, a suburb of Paris. They were more cordially received than their German colleagues. Difficulty is anticipated in formulating the terms under which Austria will be granted peace, owing to unsettled conditions in Hungary, which involve Austria in a greater or less degree.

Pictorial Digest of the World's News



U. S. LEAGUE ENVOY

Mr. Raymond B. Fosdick, a noted legal investigator, has been appointed by President Wilson to represent the United States in the Secretariat of the League of Nations. During the war Mr. Fosdick, who is a lawyer, was Chairman of the Commission on Training Camp Activities.



INTERNATIONAL FILM SERVICE

ROME ACCLAIMS ORLANDO

Only a short time ago similar demonstrations greeted President Wilson on his visit to the Italian capital. Today the name of America's Chief Executive is anathema in the mouths of thousands of Italians who believe the President's opposition to Italy's demand for Fiume is a gratuitous negation of her just territorial aspirations. Enormous crowds acclaimed Signor Orlando, the Italian Premier, upon his return to Rome from the Peace Conference, which he quit as a protest against Mr. Wilson's stand on the Fiume question.



DAVID TODD

Professor Todd, who is Director of Amherst College Astronomical Observatory, has sailed for the equatorial mid-Atlantic, taking with him a Navy seaplane from which, on May 29, he will photograph a total eclipse of the sun. The photographs will be made at an altitude of from ten to fifteen thousand feet. Professor Todd's theory is that by taking the camera high above the thick veil of clouds and mist which usually obscure the view of the solar phenomenon, clearer and more detailed plates will be obtained than any now in existence. He will use the photographs to study minutely the character of the wonderful corona surrounding the sun which is only visible during total eclipses. The sun's corona projects rays of red and blue light. Only the blue rays affect the camera. But the atmosphere absorbs most of the strength from the blue rays. By putting about one-third of the atmosphere's thickness behind the lens it is believed that very strong negatives will result. Professor Todd's experiment is the first of its kind.



LANS

LOCK VS. PLANE

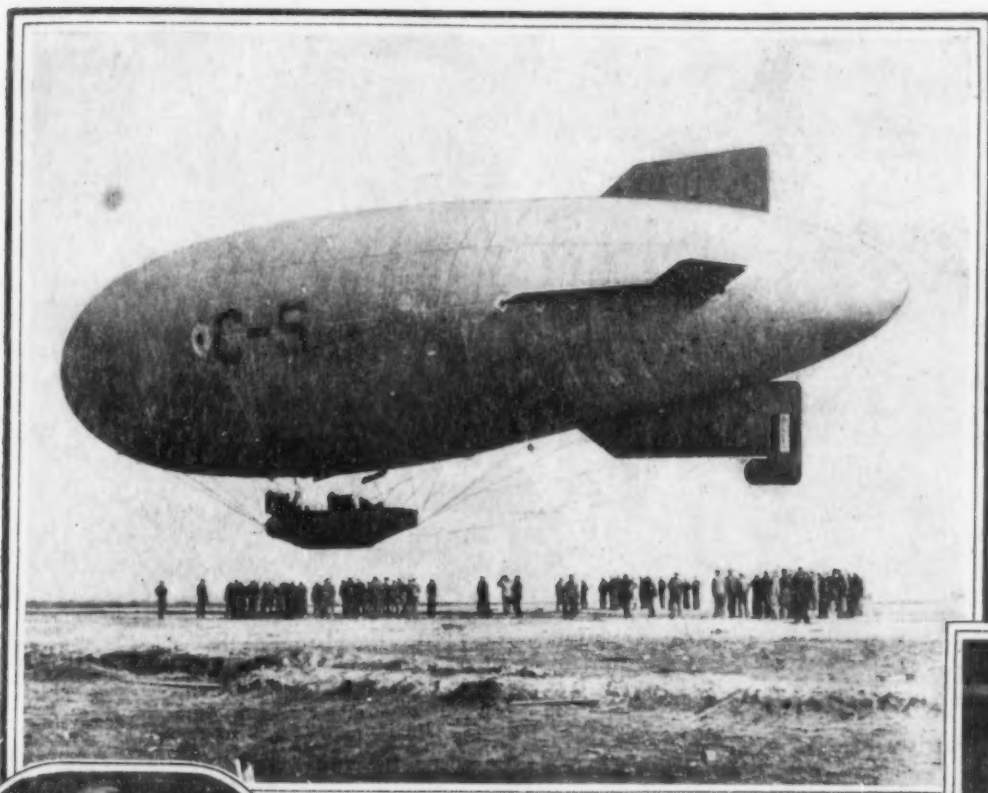
This is what happens when an airplane tries conclusions with a Panama Canal lock gate. The accident was the sequel to an attempted coast to coast flight. The start was made, aboard a seaplane, from the Pacific end of the Panama Canal on May 2. The fliers proceeded as far as Miraflores. Here watchers along the banks of the canal saw the flying boat suddenly dive steeply and continue its headlong plunge until it brought up with terrific impact against a lock gate. The machine was a total wreck, and two of its crew were instantly killed, but the gate, cleared of the wreckage, was found to be unharmed.



THE PRICE OF TREASON IN KOREA

Lashed on their knees to crosses are the bodies of Korean revolutionary agitators who dared to brave the vengeance of their Japanese overlords. They have been summarily shot for complicity in treason against the Japanese Emperor. For months Korea has been in political turmoil, the Koreans demanding complete freedom from the sovereignty of Japan or any other foreign power. A Korean republican government has been constituted, but its members are exiles from their country and have sought refuge in China, whence they maintain underground communication with their supporters.

Pictorial Digest of the World's News



FINLAND'S ENVOY

Armas Saastamoinen recently joined the diplomatic corps at Washington. He is Finland's first envoy here. The independence of Finland, long a Russian province, was recognized May 7 by the United States.



ADVOCATES GERMAN

Governor Sproul recently vetoed a bill forbidding the teaching of the German language in the State of Pennsylvania. He advocates German on the ground that whether we fight or trade with our recent enemies a knowledge of the language spoken by over 125,000,000 inhabitants of the earth will always be beneficial.

ILL-FATED NAVAL "BLIMP," THE C-5

She made the long voyage from Montauk Point, New York, to St. John's, Newfoundland, and landed safely, in spite of extremely rough weather and fog. Then, while her crew of naval officers and mechanics were resting, she took it into her head to try the transatlantic flight, for which she was scheduled, alone. Aided by a forty-mile wind, she broke her moorings and drove out to the Atlantic before the blast, a crewless derelict of the air. The C-5 is the first lighter-than-air avion to enter the transatlantic lists. She is of the "Blimp" non-rigid type employed during the war for coast patrol work and submarine chasing.



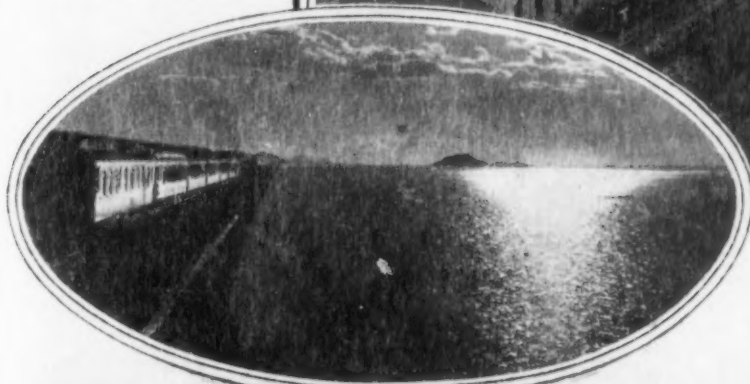
ARMING THE A. E. F.

America's stupendous effort to furnish her armies in France with adequate fighting equipment is the subject of a recent War Department report. In 1919 America's factories would have produced gun forgings at the rate of 24,000 guns a year. The American Browning automatic rifle, of which 52,238 were produced up to November 11, 1918, was the marvel of European ordnance experts. By November 9, 1918, production of infantry rifles totaled 2,506,307. When the war ended America was making 3,216 automatic pistols and revolvers per day.



A GREAT FREIGHT TERMINAL

Government control of 240,944 miles of America's great railway system has not proved a financial success. Official figures show that for the first three months of the current year the railways cost the American people, through the Government, \$176,166,065. The same period in 1918 showed a loss of \$146,462,329. It is significant that in Europe government-controlled public utilities are notoriously inefficient.



THE OVERLAND LIMITED CROSSING SALT LAKE

The Red Flag on the May Pole

By LUCIAN SWIFT KIRTLAND, Staff Correspondent in Paris

FOR the first time in ten years the red flag has been seen on the streets of Paris. The occasion was the demonstration known as "Jaures day." It is difficult to write conservatively of such a naturally sensational subject. However, anything that can be written today is hardly more than notes. The dénouement lies in the future.

Authority for saying "ten years" comes from an American acquaintance who has lived in France for more than the decade, and who has been more or less *en rapport* with "red" news. It is obvious history that during the past four years the suppression has been sternly exacted.

The extreme interest does not lie either in the fact that perhaps a hundred thousand people (estimated by some as high as a half million) were in the crowd with red cockades pinned over their hearts, or that there were small riots with a few stabbing affairs after the dispersal. (Speeches were forbidden.) No, the interest rests in that strange mixture of oil and water which goes into the making of the French character—the intellectual power of isolating salient ideas from passion for the sake of reaching an analysis *versus* the Latin temperament (or passion) itself.

It was as if the authorities and the radicals had coolly connived over the demonstration so that it might be a "feeler" by which to gauge the popular state of mind.

No one in France avoids a discussion of Bolshevism. The French mind in debate is too honest to indulge the folly, to seek the ostrich protection, of attempting to veil the fact that all Europe is unstable, or that the child Bolshevism, conceived of misery, hunger, ignorance and crushed



Organizing the various columns. The parading genius in France is always to be counted upon to do a good job.



hope, is more than a mere bogey. Bolshevism in Europe has gone beyond being an argumentative "fright" to be used to coerce naughty political minorities into being good.

Thus the Jaures day was not only of interest as a spectacle, but it also afforded the chance to study the proletariat when it was definitely calling itself the proletariat. It was a glimpse into that Europe which we Americans are so often told that we cannot understand.

Perhaps we do not understand.

Opportunity and education—as we have been taught in everyday life to know those words—do indeed convey a different meaning to us than they can have for the European masses under the class system. However, if the American looking on was told by both ends of the political struggle that he could not understand what it was all about, that did not mean that his informers did not themselves believe that they were able to assimilate the "atmosphere." Experts of all political creeds were there, seeking to divine the future. A comparison might be made between their efforts and those of experienced experts studying the rise of a turbulent river, the men who measure the fractions of the inches of the rise of the current and who then co-ordinate this information with general information gathered from other observers up and down the levees. The casual American may be unable to judge as to just how much acumen really enters into the summing up of the informa-

Concluded on page 864

Are the Senate's Hands Tied?

By THEODORE S. WOOLSEY, LL.D.

THE making of treaties consists of two acts: negotiation and ratification. By our Constitution, treaty negotiation is placed in the joint hands of the President and the Senate in these words: "He shall have power, by and with the advice and consent of the Senate, to make treaties." Ratification is also a joint duty, and the words which follow those quoted lay down how it is managed, "provided two-thirds of the Senators present concur."

The Senate thus is a concurrent treaty-making power with the President. But since it is easier for an individual than for a large body to negotiate, the practice has grown up of laying a treaty which has been negotiated by the President before the Senate, to amend which is its supplementary right of negotiation. Then it is advised for ratification, but the two acts are quite distinct.

It is clear then that the Senate has under our Constitution a share in the making of the Peace Treaty. When shall this be exercised?

Thus far, so far as the public is informed, neither the Senate, nor even its Committee on Foreign Affairs, has been consulted in the matter at all.

The very diplomatic agents who are framing the treaty and who represent the Senate as much as they do the President, in law and in theory, were not sent to the Senate to be confirmed, as another paragraph in the Constitution prescribes. It is to be assumed, therefore, that negotiation by the Senate has been deferred until the completed treaty is laid before it, after it has been signed by all the delegates. That the Senate's right of negotiation has been violated altogether is unthinkable. Yet this, or something very like it, is likely to happen.

Consider the situation. An armistice is an interval in war. Unless a peace treaty intervenes, there will be a return to war. The treaty is a contract to which the delegates of twenty powers give assent. Changes by one must be considered and accepted by all. Moreover, the covenants and provisos of the League of Nations are so interwoven in the execution of the various parts as to be inseparable. If the Senate, in the exercise of its undoubted right of negotiation, shall change these covenants and provisos, the whole peace-making must be gone over again, with interminable delays, with Bolshevism encouraged, with the whole world eager for real

and technical peace. How could the Senate assume such risks and such odium? By failure to inform it and to consult it during the negotiations, it will have been deprived of its rights without redress.

Let me restate the case.

A completed treaty is laid before the Senate. It does not embody the Senators' ideas, for they as a body have not had the opportunity of presenting them. Captious opposition will be resented by the country at large. Yet change or rejection is the Senate's constitutional right. Unless it can devise a formula expressive of its wishes which shall not throw the treaty back into the Conference, it must sign or take the consequences. Possibly it could ratify with the added statement that in its judgment on certain points further negotiation is desirable. That might save its face, but probably would be futile and meaningless. Jay's treaty specified that further stipulations might be desirable for which at the moment there was no time or opportunity. But this was in the body of the instrument, and ratified along with the rest of it. So far as I can see, the Senate's hands are tied.

Therefore I feel that it has been unjustly treated. Nevertheless, it has no recourse but to sign and to ratify. The odium of opposition, whether reasonable or captious, would destroy any group, any party.

Moreover, the treaty can be safely signed, so far as this country is concerned. With much of it our own national interests have nothing to do. It is a harsh but a just peace. It includes the ton for ton theory of reparation for illegal sinkings; it provides for the trial and punishment upon conviction of those accused of war crimes; both of which measures have been advocated in these columns. It abolishes conscription in Germany, private arms making, militarism under every guise, and drastically limits armaments. That means that we here need not maintain a huge army and a powerful navy, at a billion a year, in self-defense.

It places two barrier states as a bar to German aggression, Poland and Jugoslavia. They should have been given outright the ports of entry natural to them, Dantzig and Fiume, but here compromises seem to have been necessary.

It restores ravished territory and undertakes to make reparation for wastage. And in the League, we see the possibility of settlement, the certainty of delay, before resort to arms. No superstate is created. Nationalism still governs, as it should. Its weakest points are the stress laid on a fallible Executive Council and the mandatory system.

But does it endanger our cherished ideals, the Monroe Doctrine, for instance?

On the contrary, as Mr. Taft declares, it emphasizes the Monroe Doctrine and makes it worldwide. There is an express reservation of it also.

Nor is the initiative of Congress for the use of our armed forces taken away. Our relations with the Orient remain unaltered, for domestic problems are untouched.

But suppose the Senate should insist upon radical treaty changes. I venture the prediction that in such case the associated powers must sign and act without the United States. It will be recalled that there was no alliance when we came into the war which compels us now to stand together. We must then make a separate peace. We must enter the League if and when we can agree to do so. We throw away influence, prestige, solidarity. Granting that, as has been urged, the Senate has been unfairly dealt with; it must put up with injustice for the sake of the country, of the world, and for its own sake.

If one asks himself why President Wilson has chosen to treat the Senate so cavalierly, the reply can be but guesswork.

He has long believed that our Constitutional division of powers between executive and legislative leads to inefficiency and irresponsibility. The President is not only the leader of the dominant party, he is also the only elective officer who represents the whole country and is its executive head. He then is the one person, potentially efficient and responsible, who can remedy this weakness.

With such a theory and with the war-time powers granted by Congress which made theory into fact, is it unnatural to guess that the rights of other branches of our Government have grown shadowy in his eyes? By force of circumstances, as well as by theory and temperament, he has become the whole thing. The events of the next two years should restore the equilibrium.

Baltimore Learns Its Poverty Causes

By ARTHUR ELLT HUNGERFORD

EDITOR'S NOTE.—The City of Baltimore two years ago began a study of the causes of its poverty and misery with the idea of removing them. The idea was to prevent poverty rather than to cure it. The first report on this study has just been issued. It brings out some remarkable facts. Sickness and disease, for instance, were responsible in 47 per cent. of the 8,663 families studied. Moral handicaps, or plain old-fashioned "wickedness," comes second with a record of 25.18 per cent. Drink, economic conditions, old age and large families play a comparatively small part of the causes in the cases studied, which

were those coming under the care of nine of the charitable and social organizations of this city dealing with relief work. This study was carried out along scientific lines by William H. Maltbie, head of the Bureau of State and Municipal Research in Baltimore. The funds were provided by a City appropriation made because of the interest of Mayor James H. Preston in the project. This study points the way to similar studies by other cities, and through them the causes of poverty may be found and wiped out. It is of peculiar interest in this reconstruction period because some of the findings are rather significant.

AMAZING facts have been brought to light as to the apparent causes of poverty and misery in the City of Baltimore as the result of a study carried on for two years through means of a municipal appropriation. They knock into a cocked hat many of the heretofore generally accepted "chief causes of poverty."

It has been found that disease, sickness or other physical handicaps were the chief causes in 47 per cent. of the cases studied. Moral handicaps, or wickedness as some choose to call them, came second with a record of 25.18 per cent. The two together make up nearly three-quarters of the entire number of families considered.

Economic handicaps, old age, and large families play a rather small part in the troubles of those studied. Approximately, 60 per cent. of those needing help were comparatively young, that is between 18 and 40 years. Drunkenness and heavy drinking play a much smaller part than was heretofore thought. The report shows that in only 149 cases were they reported as the chief cause. But few large families sank below the poverty line. The average size of the 8,663 families studied was three persons.

The brains, experience and science of the efficiency engineer, the accountant, the business man, the college professor, the trained social worker, and the experience of the indigent themselves, were called into play in this effort to get at the things which cause men and women and entire families to lose their independence. In addition, use was made of the latest mechanical equipment for tabulating the figures and facts gathered. The idea was to get at the causes of poverty and misery, and by removing them to make Baltimore a better, happier city.

As far as is known, it is the most elaborate and comprehensive study ever made along these lines in the United States. It is believed to cover the largest number of cases. It is probably the first time a municipal appropriation was granted for such a purpose.

It comes about as a result of the desire of a few Baltimoreans, who were chiefly interested in the Alliance of Charitable and Social Agencies, to inaugurate a systematic and scientific study of the causes of poverty that should be akin in spirit and purpose to investigations in the field of medical science into the origin of disease, the methods of transmission, and the means not of cure only, but also of prevention.

Mayor James H. Preston grasped the idea when it was presented to him by B. Howell Griswold, Jr., President of the Alliance, and the City, through the Board of Estimates in the Fall of 1916, appropriated \$5,000 to the Supervisors of City Charities for such a study. It was placed in the hands of the Bureau of State and Municipal Research. The Bureau had had as an Advisory Committee Judge John C. Rose, of the United States District Court; George E. Barnett, Professor of Statistics at the Johns Hopkins University; and Dr. Gordon Wilson of the School of Medicine of the University of Maryland. When Dr. Wilson went into the war as a major in the Medical Reserve Corps, his place was taken by Roscoe C. Edlund, Director of the Alliance of Charitable and Social Agencies.

The Bureau is directed by William H. Maltbie, lawyer, accountant, efficiency engineer and social worker. He was formerly Professor of Mathematics at Goucher College. The work of the Bureau was done without compensation except for the actual expenses involved. Mr. Maltbie directed the study, and was largely responsible for its being undertaken.

The number of cases or families studied was 8,663, averaging three persons each, and comprising approximately 25,989 persons. This means that about one person in 25 in the City of Baltimore came under the investigation.



A new block on the outskirts of Baltimore. If the people of Baltimore have their way they will reduce poverty in their city so that every family in the city may live in a comfortable home.

four per cent., or 2,080 cases, came from two medical agencies: Instructive Visiting Nurses' Association, 1,825; Social Service Department, Johns Hopkins Hospital, 255.

More than 10 per cent., or 920 cases, were from the Prisoners' Aid Association. The remaining 6 per cent., or 561 cases, were from children's agencies: Henry Watson Children's Aid Society, 351; Society for Prevention of Cruelty to Children, 210.

The cases studied were those supplied by these nine organizations during the year 1916-1917.

The apparent facts discovered by the study of this group of 8,663 families for two years do not definitely settle the causes of poverty and misery in Baltimore. It is just the start, and yet they seem to point the way to further work along definite lines. The Committee determined at the beginning to tabulate the immediate apparent causes which placed the 8,663 families or individuals in their position of economic dependence or of need for other assistance or supervision. Throughout this study, the diagnosis made by the charity worker in charge of the case, where such diagnosis had been recorded, was accepted as the basis of tabulation. If not, the recorded statement of the applicant was used.

Physical illness, including accidents and mental trouble, played a tremendous part in carrying these families to the poverty line. It is given as the chief cause in 3,902 instances, to which may be added 152 instances in which there was need for the service of an oculist or an optician, and 18 in which the skill of a dentist was required.

Physical causes, therefore, total 4,072, or 47 per cent. of the whole number. Of this total, 1,470 cases are classified as temporary illness, 138 as illness of pregnancy, or childbirth, and as noted above, 170 as needing attention to eyes or teeth, a total of 1,778 temporary cases, or 20.52 per cent. of the whole number of cases studied.

Tuberculosis is reported as accounting for 708 cases, and other long-continued physical disability and mental trouble for 1,478, the two together amounting to 2,186, more than one-half of all those said to be incapacitated by disease and 25.23 per cent. of the whole number of cases.

Family troubles were responsible to an alarming degree. Under the heads of alimony, desertion or non-support, marital infidelity, incompatibility, neglected, immoral or incorrigible children, failure of children to support parents, or of parents to support children, or neglect of a father of an illegitimate child to support it, are 1,201 cases.

Sixty per cent., or 5,202 cases, are from organizations dealing with problems of dependence: Federated Charities, 4,055; Federated Jewish Charities, 754; Supervisors of City Charities, 341; Young Ladies' Benevolent Society, 52.

Twenty-

Cases of abnormal or criminal practices, including drunkenness or heavy drinking, drug using, shiftlessness, mendicancy, immorality, thievery, manslaughter and assault, account for 694 cases. In 280 cases, the cause was the withdrawal of an essential member of the family group for imprisonment. There were 61 women with illegitimate children. In summing up this feature, the report says:

"There is here a total of 2,236 cases, or 25.81 per cent., in which the trouble is said to have had its origin in something out of the way in somebody's mental or moral makeup."

Continuing, the report says:

"If the 4,072 cases recorded as arising from physical causes be added to the 2,236 ascribed to mental or moral weakness, the total reaches 6,308, or nearly three-fourths of all those studied. But a note of caution should be given. Between one-fourth and one-fifth of all the cases dealt with came from the records of the Instructive Visiting Nurses' Association. It is, therefore, possible that the contribution made by illness has been somewhat exaggerated, as that by moral shortcomings

may be in consequence of including 640 cases from the records of the Prisoners' Aid Association."

Industrial accidents were reported as the cause of but 54 cases. This is but little more than six-tenths of one per cent. of the total. The number of non-industrial accidents reported is 52, making a total of cases due to accidents 106, or 1.22 per cent. of the whole number.

Only 447 cases, or 5.16 per cent., were attributed to labor conditions. The year 1917, however, was the beginning of an abnormal labor period, due to the war, and this percentage is probably rather low.

A chronically insufficient income was recorded as the cause of 90 cases, or a trifle over one per cent. of the whole number. It should be pointed out in this connection, however, that opinion would probably differ widely as to what would be considered a sufficient income, or a living wage. The report does not state what it accepted as its standard in these cases, but the fact that 20.52 per cent. of the cases studied were forced to the poverty line by temporary illness would indicate the lack of sufficient income to meet the average needs of the family through a course of years. The report records 613 cases as due to temporary special needs, including the need of clothing, food, fuel, diet for children, care of eyes or teeth, transportation, loans, etc.

The part of the report dealing with the Study of Subnormality is extremely interesting. Approximately one-third of all the persons in the 8,663 families were either subnormal or abnormal in some respect or other. Of the 8,663 families dealt with, and averaging three persons per family, there were 8,568 subnormal or abnormal individuals or, approximately, one to each family.

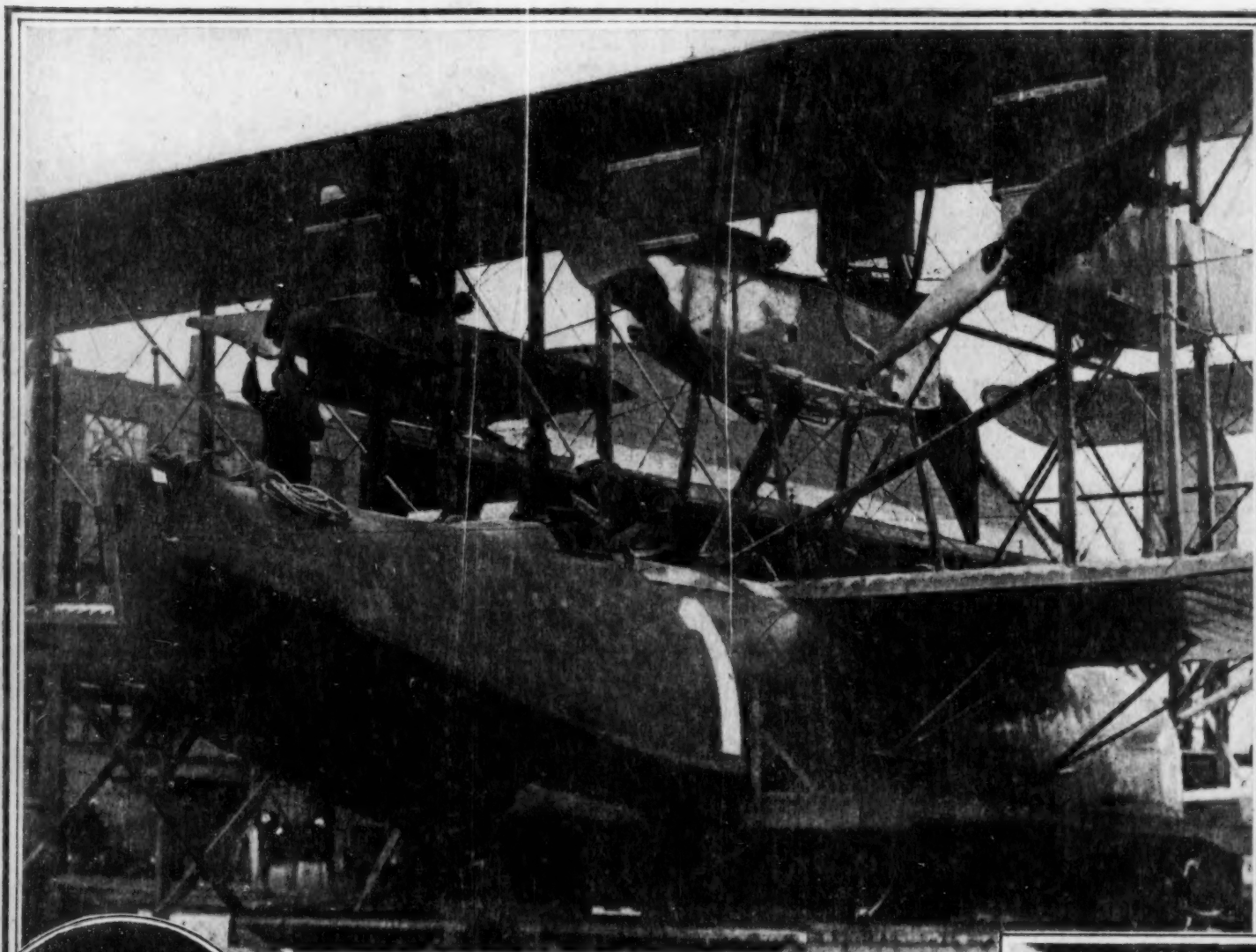
The handicaps of 1,826 persons were mental. Of the balance, 1,808 persons were either drunkards or heavy drinkers; 4,642 persons were suffering from moral defects or delinquencies, and in many instances from physical handicaps as well. Of the number of persons dealt with, 4,521 had one or more physical shortcomings, whether they had a moral one or not. At the time of the investigation, 701 persons were inmates of institutions, either for punishment, for reformation, or for relief.

The statistics for race and nativity give room for thought. Among the native whites, the number of cases to 10,000 population, according to the census of 1910, was 97. To 10,000 among the negroes, 229 cases; and among the foreign-born white, 262 cases. The proportion of foreign-born whites would probably have been much greater had the records of the various foreign charitable organizations been available.

It is singular, however, that out of approximately 2,000 foreign families dealt with, the heads of only 454, or less

Concluded on page 870

Off to Europe by the Air Route



PAUL THOMPSON

A close view of the Liberty motors used in the NC (Navy-Curtiss) seaplanes. The machines are equipped with four of these engines, each of which develops 400 horsepower. The total weight of plane, fuel and crew is approximately 28,200 pounds.



PAUL THOMPSON

Lieut. Commander Bellinger, of the NC-1, which came to grief near the Azores.



PAUL THOMPSON

Lieut. Commander Read, of the NC-4, is a native of Lyme, New Hampshire. He is 32 years of age.



Glen Curtiss in one of the early Curtiss machines, the forerunner of the present NC boats. The man seated in the center is Commander Towers. This photograph was made at Hammondsport, New York, about eight years ago when Towers, as a lieutenant in the navy, was learning to fly.



PAUL THOMPSON

Commander John H. Towers, in command of the NC-3 and "Admiral" of the NC fleet. He was born at Rome, Georgia, in 1885. He was sent to Hammondsport, N. Y., for instruction in aviation in 1911, and has been in close touch with the development of aviation in the navy. He was made commander in July, 1918, of NC Division. One of regularly commissioned seaplanes.

The Whole World Wished Them Success

Photographs by JAMES H. HARE, LESLIE'S Staff Photographer



Grieve, Raynham, Hawker and Morgan at St. John's a few days before Hawker and Grieve left the bleak coast of Newfoundland on their daring attempt to cross the Atlantic. Grieve is giving his playful interpretation of the photographer's command to "look pleasant, please." Their courage in attempting the flight aroused world-wide admiration and some criticism of the English Government's lack of co-operation in safeguarding the aviators.



After being held up for weeks awaiting favorable weather conditions and spurred by the American navy's efforts to reach Europe by the Azores, Hawker and Grieve started from St. John's on the afternoon of May 18th in their frail craft for the two thousand mile jump to the coast of Ireland. They are shown in the Sopwith machine's cockpit testing the engine which probably failed them.



Signal Hill with Cabot Tower, the meteorological station at St. John's harbor, the last point seen by Hawker and Grieve as they speeded toward the Irish coast. The lookout from the hill watched the plane disappear from view, but no messages were received from the aviators by any of the ships which were proceeding along the route the aviators were to take.



A mere handful of the people of St. John's, many of whom had never seen an airplane, until this machine arrived, watched the preparations for the flight by Hawker and Grieve in the Sopwith machine. Soon after the start Hawker pulled a trap releasing the wheels, and the watchers knew that the aviators were actually starting for Ireland. Hurried preparations followed by Raynham and Morgan at the Martinsyde hangar, but their machine met with an accident when it had hardly left the ground.

Wanted: A National Labor Policy

By DR. CHARLES A. EATON

EDITOR'S NOTE: Dr. Charles A. Eaton, who is hereafter to be one of our associate editors, has spent a quarter of a century in the congested centers of large cities wrestling with the problems of the common people. For five years he was Sociological Editor of the Toronto Globe, and was afterward the popular pastor of leading Baptist churches in Cleveland and New York. In the Fall of 1917 the Government commandeered his services

to visit our shipyards, and he personally addressed over a million workmen in an effort to increase the production of the shipyards in the tremendous emergency of war; and Charles M. Schwab says that Dr. Eaton was probably the greatest personal factor in the production of ships. Dr. Eaton is a reconciler of differences between Capital and Labor. He is acting as expert counsel for the establishment of the principles of democracy in large institutions.

WHEN the War began, the British Government called into conference British Labor and Capital, and the three parties in interest drew up an agreement which made it possible to place the whole industrial resources of the country behind its fighting men.

Such a conference and such an agreement was made possible by the fact that both Labor and Capital had already learned to think in national terms and had achieved a national organization. The Government had come to look upon these two organizations as completely representative of the two great partners in the industrial life of the nation.

This condition did not come about in a day, or even in a generation. It was the outgrowth of long decades of bitter struggle between the classes and interests involved; of strikes and lockouts and agitations and expensive experiments. But, with the passing years, there had grown up between the two parties a certain sense of respect and confidence one toward the other.

The habit of thinking about Capital and Labor in national terms and the existence of national organizations made it possible for the British people to overcome the handicap of their complete unpreparedness for war. The same habit of mind, vastly strengthened and illuminated by the experience of the war, forms the basis for a complete reconstruction of British industrial life under the terms of peace.

We Americans are an intensely individualistic people. Everyone likes to invent his own machine, run his own business, develop his own religion and carry on his life according to his own fancy without let or hindrance either from his neighbors or his government. We are slow in learning the art of cooperation. Yet, in spite of our predominant individualism, our fathers were able to effect an experiment in political cooperation which is without parallel in the history of nations.

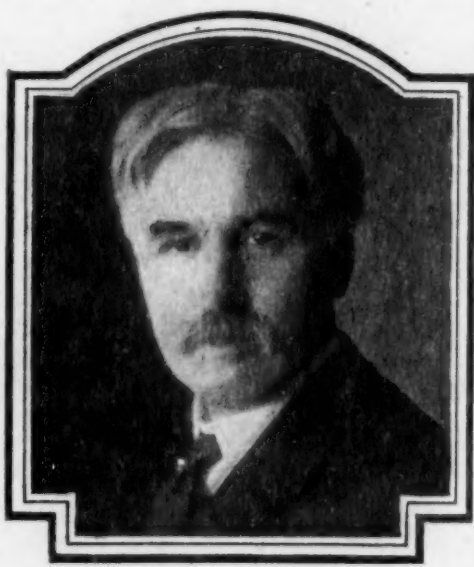
It marked an epoch in the development of industry when Capital learned to organize itself into corporations. Under the stress of conditions created by an increased complexity of life, Labor began to organize, and while it has not yet achieved the almost universal organization characteristic of British Labor, there has emerged a consciousness of unity among the laboring people of the country which furnishes the material out of which national cooperation can be developed.

With the coming of peace a great change has come over the thought, not only of men of low degree, but also of the leaders in our national life, especially in the realm of industry. We have discovered that it is impossible to be a democrat in politics and an autocrat in business. Far-sighted men know that the principles of political democracy which have been established by the war as the foundation for the political future of the world must get themselves applied in industry and in every other department of life. Out of this new consciousness there are springing up all over the country experiments looking to a better understanding between Labor and Capital, and a fuller cooperation between them in their own interests and in the interests of the nation at large. I look upon this as the most important move of our time. Until we have solved the problem of establishing democracy in industry, we need look for no permanent peace and quietness throughout the land.

I am convinced that the greatest need of the hour for America is a national labor policy. I believe that representatives of industry, finance, labor, agriculture, politics, education and religion ought to get together at the earliest possible moment. This meeting ought to take the form of a national assembly. After full and free discussion there ought to be adopted a definite principle and policy covering the entire industrial life of the nation.

We are badly in need of education. We need to know exactly what Labor in America holds as its ideals for itself and for its service of the country. We need equally to know what Capital must have in order to play its great and necessary part in the development of the commonwealth. We need to correct these ideals and principles by contact with the principles of political democracy and the enlightened teachings of religion. We must get together.

There ought to be established a national standard of profit for Capital, known and recognized by all as fair. A national standard for Labor ought to be fixed, below which no worker should be allowed to sink, and above which every man with capacity and industry ought to



DR. CHARLES A. EATON.

be free to rise as far as his ambition will permit. The enormous wastage of effort, time, money and material due to misunderstanding and strife between interests and classes is not only bad business and bad patriotism, but is also positively immoral.

I do not look upon this as a mere idealistic dream, but as an intensely practical thing. During the war we buried our differences and worked and fought together in a great common cause. We found unity in a moral ideal. I am not willing to believe that the American

In accordance with the fundamental policy of LESLIE'S WEEKLY, I shall try to make this page a National Service. While it cannot be expected that Mr. Schleicher will always agree with my views, it will be my earnest desire to serve the whole nation by full and fair discussion of those issues which affect the life of the whole people.

I know no cure-all, domestic or imported, which in my judgment is capable of introducing a social millennium. Looking back over the long, weary journey which man has made through the centuries, we must recognize that social progress is slow; that experience is purchased at a great price, and that the truth of today in the light of further knowledge may become the error of tomorrow.

The destiny of man lies in his soul. The man is his soul; nothing else is the man. The nation is its soul; nothing else is the nation. If the spirit of the nation rests squarely upon a passionate devotion to justice, then social problems become comparatively easy of solution. If, on the other hand, the national spirit is disturbed by prejudice, fear, hatred and indifference to right, the nation can make but slow and painful progress toward the light.

I believe with de Tocqueville that "men are not corrupted by the exercise of power or debased by the habit of obedience; but by the exercise of a power that they believe to be illegal and by obedience to a rule which they believe to be usurped and oppressive. The first duty which is at this time imposed upon those who direct our affairs is to educate the democracy; to warm its faith, if that be possible; to purify its morals; to direct its energies; to substitute a knowledge of business for its inexperience and an acquaintance with its true interest for its blind propensities."

CHARLES A. EATON.

people, who conducted themselves with such heroism and splendid self-sacrifice in times of war, lack the moral resource to conduct themselves with even greater intelligence, sympathy and unity in times of peace.

Our first need is to accept our own American principles and ideals of life as worth everything to us. We belong to a race that for a thousand years has been painfully

working its way forward in the practice of self-government. We do not need Mr. Trotzky or Mr. Lenin to tell us what to do or how to do it. We need only to apply our American common sense, our practical honesty and fairness to the problem in hand.

Unless we lay these foundations broad and deep at the beginning of this new age, whatever we may build will eventually crumble. We cannot settle the labor problem a bit at a time with strikes and lockouts, by agitation and brute force. We must face the whole proposition intelligently and honestly, find out the moral principles involved, accept them as the basis of our conduct, enter into a firm agreement, intelligently reached, and then stand by our agreement through thick and thin.

This is not a question of social uplift or workers' welfare, nor is it simply a question in self-interest. It constitutes the very foundation of our national progress and prosperity. It affects every class, every individual, and every section. There can be no peace between the nations except a peace of justice. And there can be no peace within our borders as a people except it rests upon and grows out of a universal acceptance of thoroughly recognized principles of social justice.

We do not need to acquire a taste for the bitter fruits of Marxian Socialism. Our experience, during the war, of State-controlled utilities has cured us of a good many Socialistic tendencies. Bolshevism, red flags and parlor revolutions won't get us anywhere. It does not help wise men to submit themselves to the dictation of fools. These imported social luxuries are about as helpful in bringing about a new social order as a hot cinder is in curing a sore eye. We only need to use plenty of good old-fashioned Yankee common sense. American brains and American character when they combine can be trusted to find a fair and just solution of any solvable problem.

And this is a solvable problem. It is absurd to say that there is a natural and irreconcilable antagonism between Labor and Capital; that their interests are necessarily divergent and consequently there can be no permanent peace between them.

This truth rests upon the proposition that business is war. There are many who still hold to this definition of business, in spite of the fact that the land is filled with business associations composed entirely of competitors. These associations prove that competition is not war and that men with competitive interests can and do unite to their mutual advantage.

If business is war, then war must remain as the chief business of mankind. If business is war, then the logical end of competition is the mutual destruction of the competitors. If there is a natural and necessary antagonism between Labor and Capital; if, in a word, they are and must forever remain competitors and therefore enemies, it logically follows that one or both must be destroyed. But the logic goes to pieces in view of the fact that the failure of Capital is always a disaster to Labor and the destruction of Labor invariably is ruinous to Capital.

The fact is that Labor and Capital are simply two sides of one thing. They belong together and they can never achieve permanent independence of each other, nor can they thrive and progress in opposition to each other. For Capital or Labor to seek to weaken each other is as reasonable as it would be for an athlete to prepare to run a race by crippling one of his legs, or for a pugilist to train for a fight by amputating one of his arms.

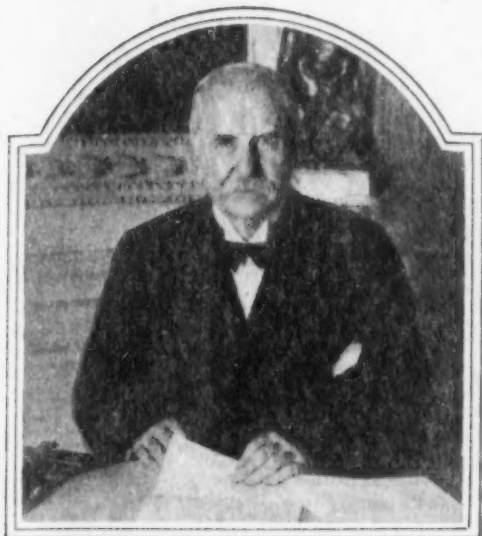
Looking into the long future, I see no need for pessimism. It is surprising that we are as well off as we are. We have a whole generation of misunderstanding, hate and fear behind us. Having sown the wind, it is not surprising that we should have to reap the whirlwind. Men have been reckless of their country's future and of their country's need. They have thought only of their own individual, personal profit. The cash nexus constituted their entire connection with their fellowmen. They were cynical and the creators of cynicism.

Brother of the blind, greedy capitalist, stood the agitator and demagogue. He thrived on social unrest. Wherever trouble appeared he was on hand to fan the flame, increase the difficulty and use the occasion for his own advancement. The sober sane, everyday American found himself between the upper and the nether millstone. The whole body politic was irritated, unhappy,

Concluded on page 866

Personalities at the Conference

U. S. Signal Corps Photographs from LUCIAN SWIFT KIRTLAND, Staff Correspondent



Henry White, for thirty-five years in the diplomatic service of the United States, and now one of the delegates to the Peace Conference. The photograph was taken in the Hotel Crillon, Paris, which is America's "Peace Capitol Overseas."



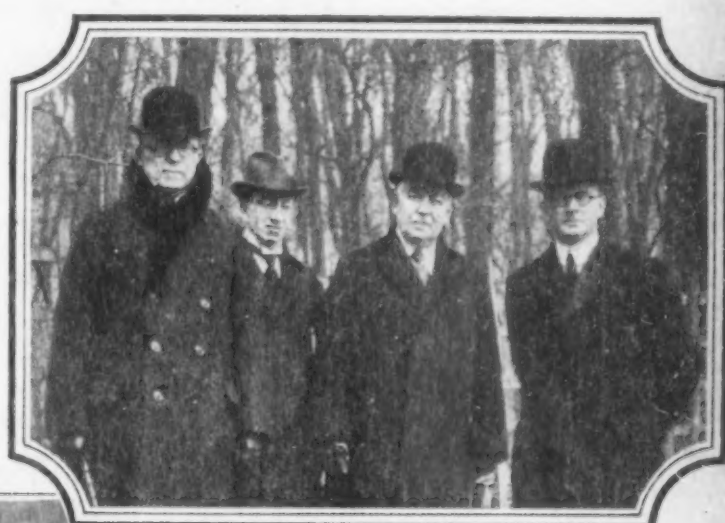
General Armando Diaz, commander-in-chief of the Italian Army, who went to Paris to participate in the peace negotiations. General Diaz succeeded General Cordonio following the great disaster late in 1917 when Italy nearly lost.



Colonel E. M. House, "the power behind the throne," who has been President Wilson's adviser for years and his representative at countless conferences. Many persons feel that Mr. Wilson's diplomatic failure was due partly to him.



General Tasker H. Bliss and his staff: Center: General Tasker H. Bliss. Upper, left to right: Col. U. S. Grant, 3rd. Lt. Col. W. B. Wallace. Lower, left to right: Col. W. S. Browning, Col. S. D. Embick.



The Irish delegation to the Peace Conference, out for a stroll at Versailles. Left to right: Frank Walsh, H. O. Kelley, from the "Irish Republic," Judge M. J. Ryan, and ex-Governor E. F. Dunn.



Conde de Romanones, Spain's Premier and Minister of Foreign Affairs, who went to Paris to confer with President Wilson and the Allied representatives.



Nicholas P. Pachitch, chief of the Serbian delegation. M. Pachitch has long been one of Serbia's foremost men.



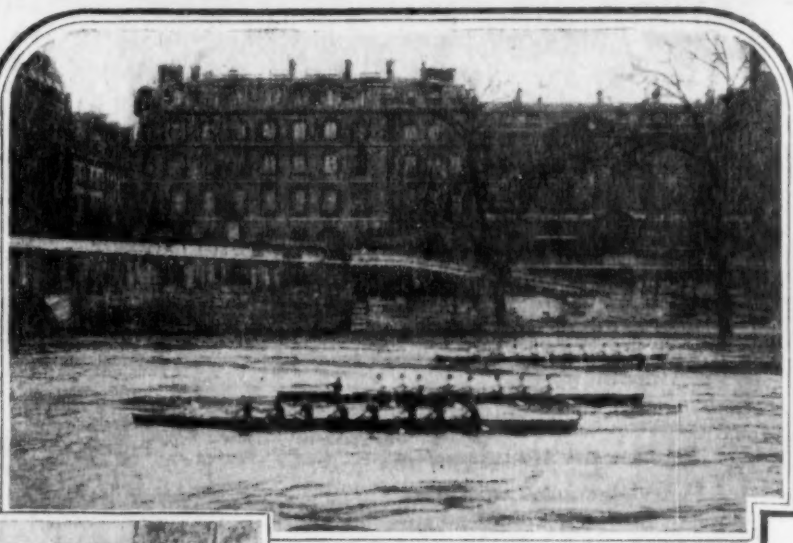
Italy's Premier, Signor Villorio Emanuele Orlando, whose withdrawal from the Conference on the Fiume incident threatened to disrupt negotiations.

The "Henley" of the Allied Armies

By LUCIAN SWIFT KIRTLAND, Staff Correspondent



The finish of the loudly cheered race between two crews from French battleships.

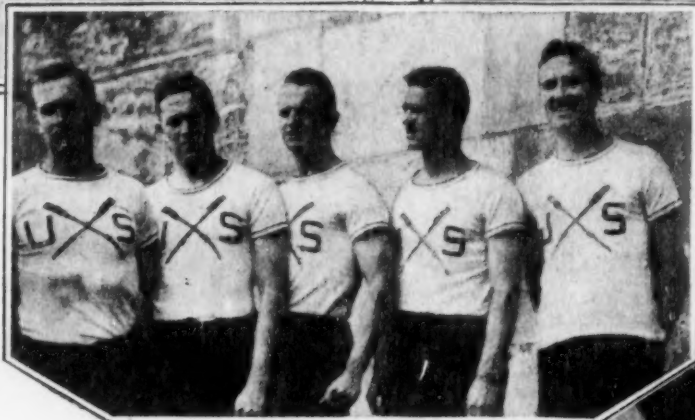


The start of the first heat—the American crew the farthest away.

FOLLOWING on the armistice and the dying down of the first excitement of the march into the occupied territory, the A. E. F. began a "war against boredom." The program has included a little of everything from amateur dramatics to agricultural universities. Not the least of the "by-products" has been a scheme of athletics. Whether the stage in America or the centers of learning as such will be materially affected by any traditions born and matured over here and migrating home with the returning troops is perhaps doubtful, but, as General Pershing said at the close of the A. E. F. boxing and wrestling finals, a clean and enthusiastic interest in athletics has developed among the men, and will play its important part in the future.

Football, baseball, golf, tennis, boxing, and boating—without respect to any seasonal tradition which we have at home—are having their day side by side, either on the basis that France's climate is good enough all the year round for anything, or so "rotten" that there is little choice.

The next step growing out of the rush into athletics was a series of "inter-allied" contests. The latest event in this series has been a "classic" on the Seine—a strange misnomer for a boat-race day which could have no tradition in the past, nor a repetition to look forward to.

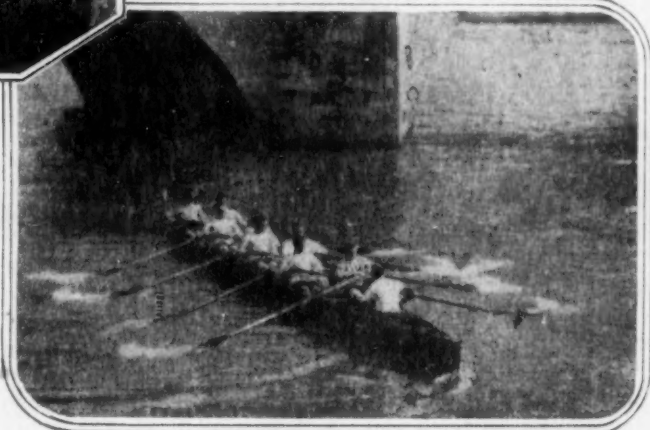


Five of the American Oarsmen.

This pitting of strength and skill for the oarsmen will have to stand as an isolated record. It had its violent excitement of the hour and was settled once and for all. Thus, while all congratulations go to the New Zealand crew, the regret of the Yanks is just a little more poignant, as there will never be a chance of "getting back" at them.

The prediction of the day was that if the weather was cold and "boisterous" the heavier New Zealand crew would have the edge. Otherwise, with anything of a calm, the Yanks were the favorite. (The other crews were discounted as losers.) As it turned out, the after-

noon was cold and rainy. In a good exhibition of *pound-pound* of the oars against the wind, the two crews (the French and Newfoundland crews were in the trail) in the finals covered the course of 2,500 meters, first one leading and then the other. But at the last spurt, the New Zealanders kept their scant quarter of a length lead—and, amidst the roar of the cannon and the cheers of the thousands of troops of the Allied armies crowding the shores, they were acclaimed the championship oarsmen of the Allied armies. The time was 9 min., 28 sec.



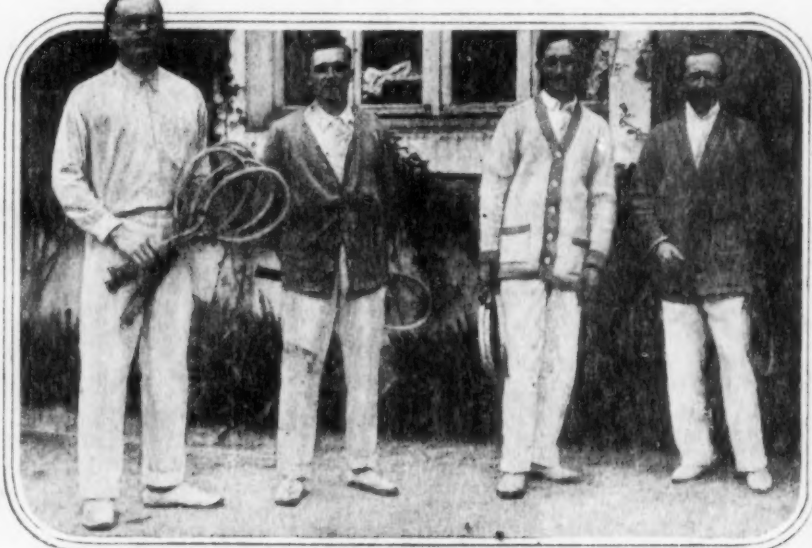
The American crew negotiating one of the swirling eddies which sweep under the Seine bridges. It is "up to the cox," who is Guy H. Gale, 115 pounds, and formerly of the University of California.

Yankee Tennis Stars in Paris

Photographs by HELEN JOHNS KIRTLAND
Staff Correspondent in France



Lieut. Harry C. Breck, America's contestant, Columbia Country Club, Washington, D. C., and Mr. Laurentz, the pre-war holder of the French indoor tennis singles championship. Laurentz's wicked service brought in a hard won victory. The occasion was the Paris Allied tennis tournament open to officers and men of all the armies.



The American winners of the doubles championship, Capt. Watson Washburn and Lieut. Dean Mathey, and their French "victims," M. Grillement and M. Germont, snapped just after the battle 6-1; 6-2. Washburn is a former Harvard champion and Mathey a Princeton champion. Since the signing of the armistice there has been a steady increase in athletics in France and the effect of the "Allied" invasion is showing in a marked way.

Our Heroes' Graves in France



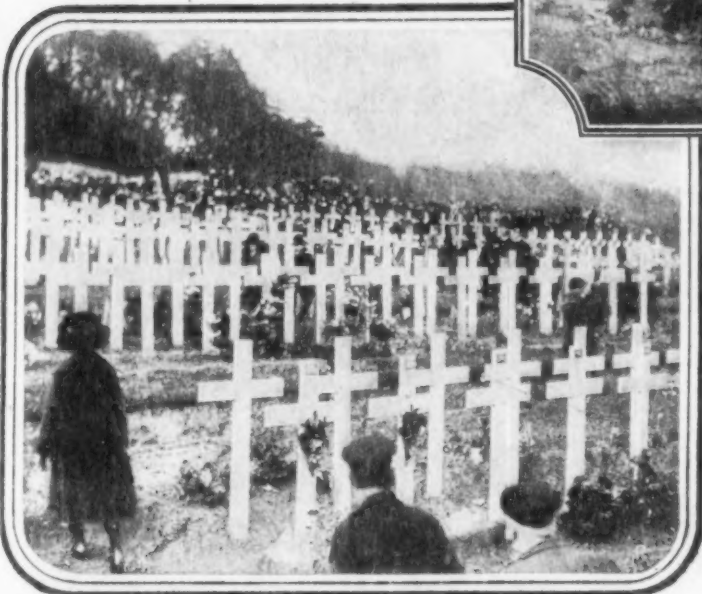
The little town of Chateau-Thierry, France, has now become a clearing place for many a marine who goes there that he may obtain transportation to Belleau Wood, to the west, Boudesches, Lucy, Torcy and other small towns in the vicinity of the district where the marines stopped the Germans last summer, and near where eleven cemeteries now contain the bodies of the Devil Dogs who fell in the fighting. Day after day, marines make their way to the woods, there to seek out the grave of some "buddy," and to say goodby to him before coming back to the States. The photograph shows a marine bending over the grave of a sea-soldier with whom he trained at Paris Island before being sent to France.



Twelve kilometers from the shell-ridden, war-broken city of Soissons is what was once a chateau. Now it is a torn place of wreckage, while across the road three crosses rear themselves in the silent mockery of death. One of them is of a French poilu, who fell during the fighting in the vicinity. Another throws its shadow on the grave of a German and bears the title "Unknown German" while in the background is a third, carrying the words in French, "Soldat de Americaine Marine." Thus do a French soldier, a German and a United States marine sleep by the side of the road that leads from Villers-Cotteret to Soissons, allies and enemies in life, neighbors in death, which has united them.



In the cemetery at Suresnes, just outside of Paris, the graves of more than a thousand Americans are cared for by the French townspeople, who decorate with flowers the last resting-place of the doughboys who fought shoulder to shoulder with their own poilus.



The graves of America's soldiers buried in French soil have become holy ground, where the French people reverently show their gratitude.



Generals Read and Simonds at Bony, Aisne, where the brave men of the 27th and 30th divisions sleep.



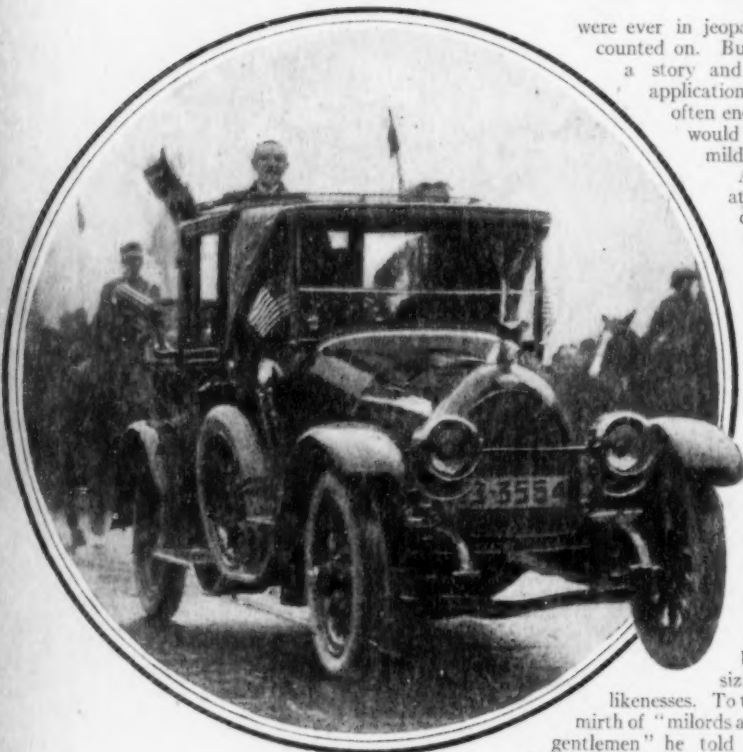
The first American dead were buried near Luneville, and this spot inspired the late Joyce Kilmer to write the poem "Rouge Bouquet," which is included in the memorial edition of his works recently published.



One of the battlefields where the 27th and 30th divisions met a stubborn resistance. In the foreground is shown the resting-place of two Americans who fell in the heroic battle at La Cateau, Nord, France.

From a Correspondent's Notebook

By M. K. WISEHART, Who Went to Europe for LESLIE'S



U. S. OFFICIAL FROM KIELLAND.
President Wilson stands in his car to acknowledge the plaudits of the crowd.

A Great Man Is Human

TEN days before President Wilson ordered the *George Washington* out of drydock to report at Brest, he was sitting in his limousine in front of the Crillon Hotel waiting for Mrs. Wilson. There was no crowd. The casual passersby were taking no notice. Only the usual young officers and doughboys were on duty. Then along came two poilus arm in arm. Suddenly they stop. One of them cries, "Regard!" The poilu nearest the curb follows his comrade's instructions to take a look. He approaches the limousine and as the sun is shining so as to interfere with his vision he shades his eyes and presses his face against the glass. Then he comes back to his comrade all excitement.

"Tiens! Tiens!" he exclaimed with glee, "il a tiré son chapeau!" ("Well, well! He tipped his hat to me!")

Joe Must Be a Good Fellow!

SHE is a real queen, tall and fair, and she not only understands but also speaks the language of the people—Marie of Rumania. In the office of Mr. Hoover and Commander Baker of the American Food Board the other day she was telling of the plight of her people, when suddenly she paused, and her eyes flashed as she continued:

"I'm not talking to you as a queen. I'm an English woman, who has lived for twenty years among the Rumanians, and I love them. They are the most wonderful people in the world. For four years they've been living on carrots and water. They can get along on less than any other people in the world and squeal less. You see I know your slang!"

"The best friend I have in the world today is an American who represented the Food Board in Rumania—Col. Joe Boyle, an engineer from Alaska. I have said to myself many a time, 'What would I do without him?' Out in Odessa when the Bolsheviks were coming after the old Queen (the mother of the late Czar) it was Joe Boyle who went among them with his bare hands and his character, and the Bolsheviks turned away and didn't get the Queen. That shows how you can handle Bolsheviks if you've got nerve and character!"

Whachamean "Rules the Waves"?

THE war made Admiral Sims a diplomat as well as the best-liked American in England. Once in his after-dinner speeches the Admiral was accustomed to speak straight from the shoulder without parable, which accounts for the famous and picturesque indiscretion years ago when he told a banquet gathering in London that if the Empire

were ever in jeopardy America's aid could be counted on. But nowadays the Admiral tells a story and lets his hearers make the application. They are good stories, and often enough the point they illustrate would amount to several times a mild indiscretion.

At Lord Northcliffe's luncheon at the Times office to the American correspondents who accompanied the President to England, the subject to which the speakers devoted their attention was, naturally enough, Anglo-American relations. There was much emphasis on the point that Americans and the English are of one family, that they should and could live in everlasting concord. It was a pleasant and cordial attack with all the emphasis on the similarities of the two great peoples. But Admiral Sims seemed to be of the opinion that nations can arrive at everlasting harmony as much by understanding their differences as by emphasizing their

likenesses. To the mirth of "milords and gentlemen" he told of the disputations between individuals of the American and British navies during the war, when all we heard of was the earnest cooperation.

Having heard of a number of altercations the Admiral started in to investigate one. He summoned a badly bruised American bluejacket and asked for an explanation.

"Well, you see, sir," answered the sailor, "I was passing along when I see that Britisher standing there so solemn and pompous-looking that he might have owned the whole port. I just couldn't stand it, so I ups and hands him one on the chin. After that it was his turn."

To another American sailor the Admiral put the question: "How did this affair start?" and the sailor explained thus:

"I was passing him by and, thinks I, I'll say something in a friendly way. So I says, 'Hello, Bob!' and he snorts and says, 'Bob me eye!' So I says, 'I'll give him Bob-me-eye. And that's what I gave him, sir.'"

When Roosevelt Died

FROM Italian Army Headquarters at Padua the ten American correspondents had been gone several days on a trip to Mount Grappa and the Trentino. For more than three days none of the correspondents had seen a newspaper or heard a line of the world's news. That night at dinner the Italian Colonel who presided at the table casually mentioned something in the news from New York about the funeral arrangements for Theodore Roosevelt.

"Roosevelt dead?" cried the American sitting on his right. "My God!"

There was a moment of absolute silence and all eyes turned on the Colonel. He confirmed the news by holding his peace until the first shock was over. Then he told in a word of the quietness with which the ex-President had passed out. Down at the end of the table there was a sob, and a newspaper man, whose career had been advanced by many kindnesses from Theodore Roosevelt, left the room. The meal was finished in silence, and every American there felt as all America had felt three days before—the pang of personal grief.

"America," the correspondents agreed in parting that evening, "will be different now. A great voice is still. He was our Colonel. There never was but one. We know it now if we never did before. In a way, Roosevelt was America."

Let the Old Folks Keep the Old Home

WILLIAM ALLEN WHITE said a good thing the other day about the irritation between the French and the Americans in Paris: "This irritation can be overemphasized. It's a passing phase. The French like us a lot better than



The Most Beloved Queen in Europe—Marie of Rumania.



Engineering force of a converted yacht. These American sailors were recruited from Yale, Harvard, Princeton and other universities. And they have done much hard work in the past two years.



American Press Mission to Italy photographed in Verona with the ancient arena in the background. The Italians were most hospitable to the American newspaper men.

they would have liked the boche. I'd attach some importance to the irritation if I thought it would last a year, but it won't. The trouble is that we're two families trying to live in the same house, and the house isn't any too big. We'll like each other a lot when we've been apart a while. Just at present, though the exigency of the case makes it impossible, the real desire of the French is to be alone with their dead."

The Hosts of Hunger

OUT in Gorizia some 13,000 persons had returned by the middle of January. They were without coal and desperately short of food. The deprivation was general, and it was obvious from the gaunt faces of the people. . . . Then came the American visitors, and the city fathers organized a reception. The town was ransacked and materials were found for the making of a few cakes, and the last coffee was put into the pot. At the City Hall the refreshments were spread before the Americans who were urged to eat while the hungry Mayor, his councilmen and the local residents who attended the reception, abstained. It is one of the strange sensations an American can experience in Europe today—to be eating out of politeness as a guest when his host is hungry by force of circumstances.



William Allen White, who first achieved fame through his editorial, "What's the Matter with Kansas?" He went to Paris merely as a newspaper man and became a diplomat.

God Bless You, American "Hello Girl"!

I KNOW now why the first job undertaken by the American Signal Corps in France was the installation of 306 telephone exchanges, of which six are in Paris. I have heard a Frenchman at the telephone.

After wiggling the receiver gently he exchanged greetings with mademoiselle, the operator. Then silence. . . . the Frenchman resumed conversation with his guest, the receiver at his ear. Presently he spoke into the telephone. No answer. He was still patient. A little more conversation and he banged the receiving hook with some violence. No answer. He laid aside the telephone and took up his violin and played the Meditation from *Thais*.

After that selection he addressed himself to the telephone expectantly. No answer. . . . So he resumed the fiddle and played with gravity Bach's Air for G String and followed it with Wienowski's Souvenir of Moscow, phrases from Debussy, P i e r n e, Rimsky-Korsakoff. Then at last he heard the still small voice of mademoiselle the operator, whom he in turn addressed thus:

"Mademoiselle, I protest. I protest severely. I protest to the Ministère. The service—it is not terrible! It is horrible! It should not take more than ten minutes to get my number, but today it has taken a half an hour. Usually I play but one number while waiting for the connection, but today I have played several. . . . Pardon? . . . Comment? The sic charmed you? Ah, well, it has been agreed that I shall play at least one number for prompt service, but more. Today I have played five times. . . . Eh? It was charming? . . . Ah, well, I shall not protest so severely."

A Founder of the League of Nations

ALL over Paris during the past few weeks I have seen the signs appear, "Reouverture Restaurant." The proprietors are being demobilized and are coming back. One of these little restaurants opposite the office of the New York Sun in the Rue de Michodier. Its sign announcing the reopening was up ten days in advance, and the master himself was to return until three days before. The proprietor attended to the painting and varnishing inside and then the master came. The shutters were taken down. The restaurant was formally open. And the customer, the old-time habitués, a few in civilian clothes, a few with an empty sleeve, another with a patch over his eye, they came for the "diner" either by instinct or because they had seen the sign announcing the reopening.

On the third night after the reopening this comparison the table d'hôte expressed out loud its wonder that Pierre had not come back. Had Pierre not been demobilized then? Was he still with the army? If he had been mobilized he would certainly have joined the table d'hôte within three days after the opening. Before the dinner over one of the poils slipped out after remarking he'd take a look in at Pierre's old lodgings. When returned most of the diners were still there. They gave him a look of inquiry, but he took his seat and said nothing. Finally one of the company asked directly, "you find Pierre? Is Pierre coming?"

"I didn't find Pierre. I found the concierge."

"What of Pierre?" asked the company.

"Pierre," said the poilu, "Pierre—he fell."

The Point of View

TOLD an Englishman the other day that the halls and little theaters of Paris are singing about the Americans being *persona au gratin* in France. He laughed a little too heartily for my comfort and said, "Of course you know you Americans are everywhere in Paris. So many of you, a sort of mélange, on my way. Then I told him that in the same theaters they are singing a song that goes, 'George V is a very nice king, a king, of a nice bourgeoisie people!' He became serious and presently observed, 'I say, old chap, it's a nasty, don't you think?'"



The former Emperor Charles visits Gorizia.



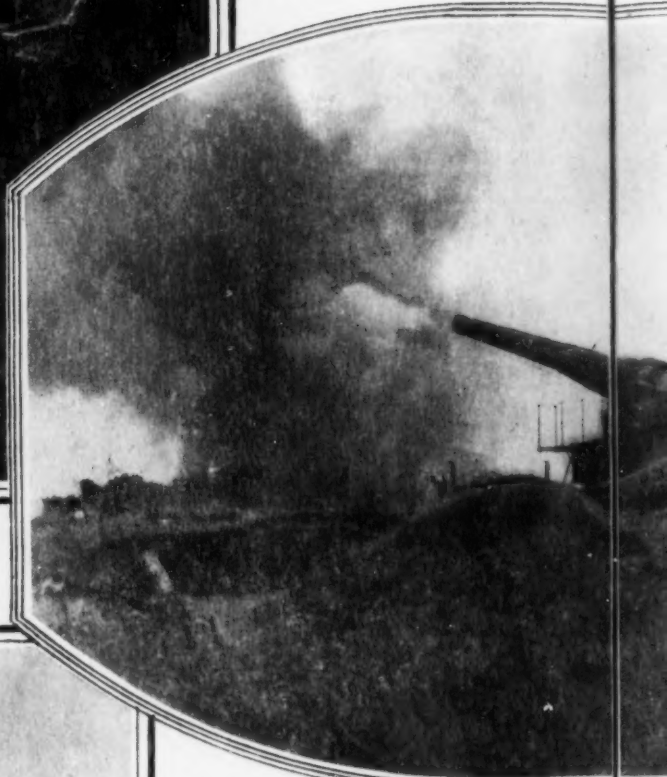
A field telephone exchange on the American front.

France's Si Pictures of t

*Selected by the French Go
LESLIE'S WEEK
At the request of HOMI*



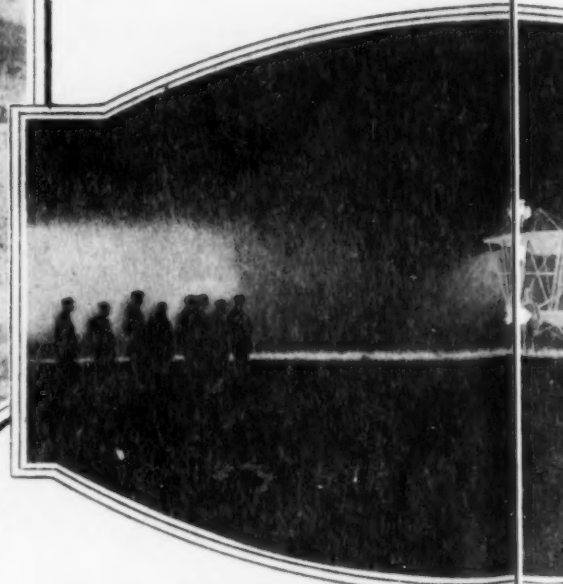
This is considered the best picture of the French military operations in Italy. It was taken in the day of the deep trench in the region of Capitello, and shows a heavily held trench during the noon luncheon.



The heaviest French railway gun at the moment of firing, stationed near Sihous. Heavy grass camouflage clever



A French tank returning after an attack reaches a gasoline station. Bullet holes are discernible. The tank is a Schneider. General Ludendorff recently said that the tank was the main factor in Germany's defeat.



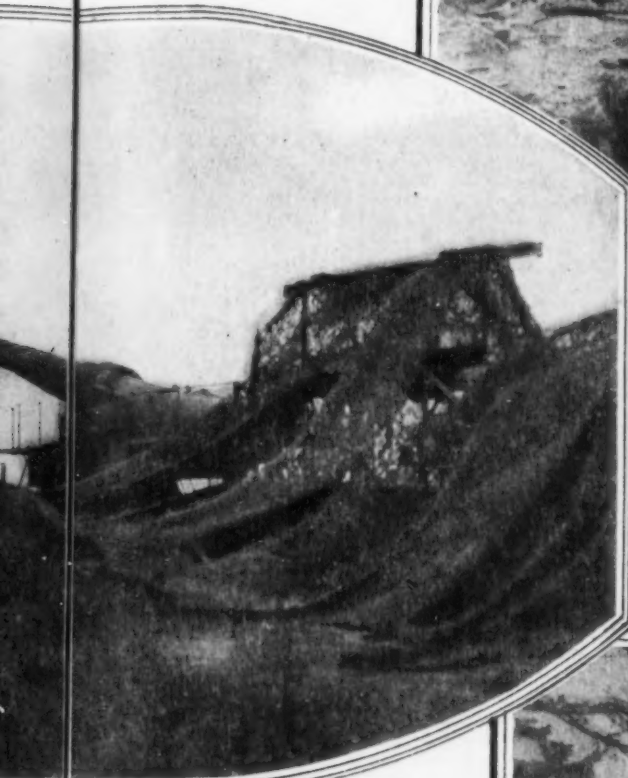
Night photographs are particularly hard to make, and plane picture. Here is shown a plane making a landing

's Six Best es of the War

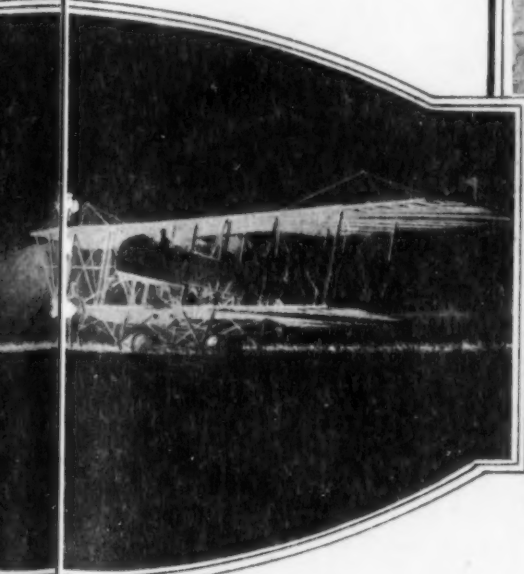
the French Government for
LIE'S WEEKLY
st of HOMER CROY



The best trench picture, according to the French Government. A Senegalese bombing squad beating back a German attack in Alsace. Two of the soldiers are shown with arms drawn back ready to hurl bombs.



moment of firing. The gun is of 305 caliber, and was
mouflage cleverly conceals carriage and ammunition.



to make, and the most difficult of all is a night air-
landing by the light of a signal flare at the left.



A patrol of French skiers off for a day's work on the difficult terrain of the Alps. The men carry both rifles and Alpenstocks, and are dressed in the white uniforms which make them almost invisible to the enemy.

In and Out of the White House

How President Harrison Won a Renomination and Lost a Re-election

By COL. E. W. HALFORD

EDITOR'S NOTE: This is the fifth of the interesting series of articles now being contributed to LESLIE'S by Col. E. W. Halford, Secretary at the White House during President Harrison's Administration. His revelations of some of the unwritten pages of political history during that Administration are of unusual interest, and will be followed by others of equal value and importance.

RETURNING from a walk one day, chatting familiarly, I asked President Harrison if he had seriously entertained the expectation of some day becoming President. He replied that, of course, he could not avoid the thought now and then, as his name was mentioned in connection with the office, but the matter had never disturbed him, and he "never lost any sleep over it."

In the early days of the Harrison "boom," the little committee of friends met in one of the rooms of his law firm. Discussing one night who should be selected as delegates to the Chicago Convention, the General passed through. He was halted and asked who his best friends were in a certain district. He declined to give any information. Somewhat nettled, I said to him, "General, you will have to get over being ashamed of your candidacy for President." He quietly replied, "I am not ashamed of the friendship of my friends," and passed into his own private office. That was all we got out of him.

On the day of the election in 1888 General Harrison declined to have a Western Union wire put in his home. Headquarters for election news was in the Indianapolis Journal editorial rooms, and to the Journal were sent such personal dispatches received by the candidate as could be publicly used. The first edition of the paper went to press at midnight, with no other claim than that the returns so far received indicated Harrison's election. At 2.30 A. M. the result seemed assured, and I called up the General's residence to communicate the fact, with my compliments and congratulations. The telephone was answered by the General's son-in-law, Mr. McKee, who said that General Harrison had retired at 11 o'clock with orders not to be awakened for any reason. Early in the morning when I saw him, the General explained, apologetically, that he went to bed at his usual hour the night before because if he had been defeated, sitting up would not help matters, and if he had been elected he would need all the strength for the next day that a good night's rest would give him.

Those incidents afford a fair idea of General Harrison's attitude toward the presidency, and make it easier to understand how he became quite indifferent to the matter of a second term. The leaders who ranged themselves in opposition to him failed to understand the man. He was not amenable to suggestions that his own future would be affected favorably or unfavorably by acts either of omission or commission. The presidential office appealed only to his sense of responsibility. It had little charm because of its power or its high position, though he did not belittle these; but he scorned to use the place, or appear to use it, from what might be construed a selfish consideration, perhaps unnecessarily so, and sometimes with overemphasis.

Those who best knew him realized how the burden of the office increasingly pressed upon him. He said to me one day as he walked toward the White House, "There is my jail!" In those days the House was both home and office. He often spoke of how impossible it was to get respite from the sense of work—there was but a threshold between his desk and his bed. At one period the President was compelled to carry the burden of four of the principal departments, in addition to his own duties, by reason of the illness of secretaries. Besides this sense of pressure, he lived under the shadow of personal and official sorrow almost from the beginning of his term. Sickness and death, sudden and tragic at times, seemed to have special rendezvous with the Harrison administration. In conditions like these it was difficult to develop much of a second-term "culture."

The coterie of his opponents made a great noise and kicked up a lot of dust, but on the side were quite willing to effect some sort of compromise which would "save their face." In the summer of 1891 a mutual friend was sent to see the President and endeavor to procure from him the promise that "they would be consulted about party matters," meaning, of course, that they would be allowed to control appointments in which they were interested. This gentleman visited Cape May Point, where the President was spending his vacation. The grounds of difference and difficulty were thoroughly canvassed. But after full and frank debate General Harrison ended the matter by saying that those who were opposing him over questions of patronage and "influence" would have to be guided by their own sense of justice and propriety. For himself he could not be led to say anything that they or others might interpret to mean that special



A LESLIE'S cartoon of the campaign of 1892. It bore the caption: "The Champion Ready for Another Bout—John Bull: 'Ave another go at 'im, Grover.'"

influence, in the implied sense, would be accorded to one above another in any act of his administration. He could not and would not mortgage himself, directly or indirectly, even if by doing so his re-election might be assured. In this interview he told his visitor that he did not desire again to become a candidate, and was not able to consider favorably the thought of a second term. He gave full permission that this should be said to those who had sent the missioner, and it could also be told them that, in due time and in his own way, he would take himself out of consideration for renomination.

Of course the "antis" did not believe this; but it was his desire and purpose, and would have been carried out but for the continued, and what he deemed unfair, opposition of his critics. Repeatedly he so talked with me. Mrs. Harrison, just entering upon the protracted illness brought about by reasons of the exactions of her position, the discomforts of the drafty and infested and infected White House, and the influence of attacks which did not spare even her and the household in their extremes, was inflexibly opposed to the idea of another term.

The effort to discredit and belittle the President before the country went so far as to make the head of his cabinet the one about whom the movement was to be rallied. One of the men who was carried into the combine, certainly against his undoubted personal regard, said to me—and like statements were constantly finding their way into the newspapers, and given currency otherwise—"The country regards the President as the mere clerk of Mr. Blaine, and as a prospective delegate to Minneapolis I feel compelled to support the master rather than the man." At this very time the work of the State Department, so far as important questions were concerned, was under the direct care of the President because of the Secretary's illness.

The friends of General Harrison were indignant over the tactics of the "antis," and chafed under the delay on the part of the President in letting it be known that he would not be "stampeded." An anti-Harrison conference was openly called in his own State, to meet in Indianapolis, which, however, proved a boomerang. One of the most prominent Republicans heatedly upbraided the President to me, declaring that his silence was more than inexcusable; it bordered on the criminal. The

President's patience was severely tried, but it stood the strain for a long time. Finally it broke, the President saying that if his political enemies were bound to have a contest they might be accommodated. "No Harrison had ever run away from a fight, and he would not be the first to break the record." On the 23rd of May he gave consent to Hon. Louis T. Nichener, who had a like relation to the campaign of 1888, to go ahead with an organization and try conclusions at Minneapolis. On that night, in the hotel room of another friend, twelve men met and set plans in operation for the renomination of the President by the convention, which was to meet June 7-10. They were dubbed the "Twelve Apostles," and as they had only little over a fortnight for work their task was, in a way, "to turn the world upside down." Mr. Blaine resigned from the cabinet June 4, 1892; after that the contest was in the open.

The editor of LESLIE'S visited the White House while matters were at white heat. With him the President went over the whole situation, substantially as here outlined. He told Mr. Sleicher that the presidency had brought him no pleasure, and had little attraction for him. He had enjoyed all the honor that could come from the office. He spoke of the sorrows that had come to him, culminating in the probably fatal illness of his wife, and said he should experience a sense of relief in laying down the responsibility. He added that he had felt forced to meet the opposition against him, and if he were renominated and re-elected "there will be no dust on my knees."

The convention met under very tense conditions. Mrs. Harrison's trouble had become so serious as to engross most of the time and attention the President could spare from his necessary work. I kept in telegraphic touch with those in charge of his interests in Minneapolis, and only infrequently was the President personally consulted about anything. Attorney-General Miller and I presented one often-repeated matter to him and he affirmed the answer already sent—which declined even indirectly to commit him to a suggested proposal, proper enough in itself, possibly, but susceptible of misconstruction into a promise. Before the convention opened the Harrison men determined upon a "show down." A meeting was held, known as "The Market Hall Meeting," noses counted, and a majority made apparent for the President. This was a bit of "open" political strategy, quite unusual and unexpected, and created some such feelings in kind as Mr. Wilson's "open diplomacy" created in the Paris Peace Conference. Mr. McKinley was made chairman of the Convention. Governor Foraker of Ohio placed Mr. McKinley in nomination. Gen. Charles Foster of Ohio was Secretary of the Treasury. If votes could be diverted to McKinley, especially from Ohio, that would otherwise be for Harrison, there was a possibility of preventing a nomination on the first ballot. The opposition leaders were not so much for Blaine as they were against Harrison.

Mr. McKinley left the chair, and from his place on the floor declined the use of his name. When the ballot began votes were cast for McKinley, however. He again protested from the platform, but the use of his name was continued. The White House wires were connected with the convention, and the newspaper men were invited to be present while the voting was going on. Before the call of the States was finished a majority had been recorded for Harrison, and we listened over the wire to the confusion and stir rampant in the hall. When the ballot was finally concluded, Harrison had received 535½ votes, Blaine 182½, and McKinley 182. The so-called friends of Mr. Blaine had brought to him the humiliation of breaking even with one whose name had been scarcely mentioned in connection with the nomination, while his own had been sedulously used by the antis from the beginning of the contest.

The nomination of "Reed" for Vice-President was soon reported. The President and I both thought it probably was Speaker Reed, of Maine. Later, the name came as Mr. Whitelaw Reid, editor of the New York Tribune, who had been appointed by President Harrison as Minister to France, serving for some time with distinction in that post. Mr. Levi P. Morton expressed to me his sense of disappointment that he had not been renominated, so that the ticket could be the same as had carried the country in 1888. The New York Tribune was a non-union office, and Mr. Reid's nomination was received at first as likely to be unfavorably regarded by the labor vote. The inside facts of his selection are, that after

* Mrs. Harrison died October 25, 1892.

Concluded on page 870

Surgeon and Rose-Grower

COLONEL ANTOINE DEPAGE, a famous Belgian surgeon, who was in charge of front-line hospitals in Belgium for four years, and head of the Belgian Red Cross, has just arrived in this country. Dr. Depage has been speaking in the principal cities of the East to thank personally the people who contributed Belgian relief funds through his wife, who was drowned on the *Lusitania* while taking the funds back to Belgium. Her body was washed ashore on the Irish coast later and was buried on the beach at La Panne, four miles back of the Belgian lines, where Dr. Depage had his headquarters. Early in the war, with the help of the American Red Cross, Dr. Depage built a large hospital at Vinckem, on the Yser, six miles back of the front line. People said it was a foolhardy enterprise that could be wiped out by a small German advance, but in the Allied advance last September and October this hospital was the salvation of the Belgian Army. It was near this hospital that Dr. Depage and some of his wounded charges developed a marvelous rose garden in Flanders, where for hundreds of years no one had ever succeeded in growing roses. More than 500 roses were cut here every day in the summer months for the wounded soldiers in the hospital. Dr. Depage earned distinction during the war by having patients walking on artificial limbs two weeks after the amputation.



COL. ANTOINE DEPAGE.



"KOOTENAI" BROWN.

The "Buffalo Bill" of Canada

By W. McD. TAIT

BROWN. Yes, but there were many Browns in the early days of southern Alberta. There was John at Pimcher Creek and Richard Jebb at Stand Off. Another was known as "Diamond R" because his cattle brand was a diamond and an R. Then there was "Poker Brown" at Whoop Up, and "Bull Brown" at Slide Out, who owned seventy head of work steers. But before them all was "Kootenai Brown," the Buffalo Bill of western Canada.

Born in the south of Ireland, of English parents, he was an Eton boy and an Oxford man. But few people knew it. Long years in the West had developed in him the vernacular of the West, and he used "sure do" and other colloquialisms just as the cow-punchers born and raised on the plains. But if you needed the conjugation of a Latin verb or a formula in science, or if you were puzzled as to the authorship of any portion of classic literature, "Kootenai" could always help you.

"Kootenai Brown" has played many rôles in the drama of life. He has been student, army officer, convict, jailer, sailor, prospector, despatch-rider, interpreter, storekeeper, buffalo-hunter, rancher and Government park superintendent.

He first touched this hemisphere in 1862 at the Isthmus of Panama, taking four days to cross to the Pacific coast. The summer of '62 was spent at San Francisco, then "a small town with a wooden wharf, dangerous to walk on at night." The stampede to the Cariboo found him in the company of those who toil and moil for

gold, and by 1866 after many encounters with Indians of western Canada he arrived in Fort Garry (now Winnipeg). I'll let "Kootenai Brown" relate his recollections.

"I remember going to Fort Totten, Dakota, in 1866. There was no North and South Dakota then. It was all unorganized territory. I worked for a pony express company, my ride being from Fort Totten to Knife River, where the late Theodore Roosevelt afterward established his cattle ranch. The company had a chain of riders right from St. Paul, Dakota, to Helena, Montana.

"I remember going into the service of the United States Government as scout and mail-carrier in this wild Dakota country. Sitting Bull and his Unk-pas were giving the Government a lot of trouble, and on a ride from Fort Stevenson to Fort Totten I was unfortunate enough to fall into his hands. I was stripped of clothing, and it was decided that I should be killed. But while the warriors were holding solemn conclave after dark, I rolled down an embankment unnoticed, and ran naked 30 miles to Fort Stevenson.

"I remember starving on Dakota plains in the winter of 1870. I was still in the employ of the Government as scout and despatch-carrier, and was making a regular four-day trip from Fort Stevenson to Mouse River.

"I remember being with General Custer on several occasions. He was commanding the 7th Cavalry stationed at Fort Abraham Lincoln when I was despatch-riding out of Fort Stevenson.

"I remember seeing the laying of the last rail of the first railway into Bismarck. I was in the service of the Government at Fort Stevenson and was with a party at the survey of the boundary line between Canada and the United States. I was post-sutler, and had a monopoly of the trade of all the soldiers accompanying the party."

Among lives of adventure and danger that of John George Brown, Eton boy and Oxford man, is worth of a place in the very forefront.



DR. MAUD KELLEY and DR. ALICE TALLANT.

Through Siberian Bolshevism

By PETER MACQUEEN

I INTERVIEWED today, at the Terminal Hotel, Commandant Camille Boyard, who has recently returned from Siberia with a report for the French Government regarding Bolshevism in Russia and Siberia. In substance the Commandant said:

"I was French Consul at Ekaterinburg in Siberia, traveled all over Russia and Siberia for a year, reported to the French Consul Newlands at Vologda, and gave a summary of my experiences to Ambassador Francis of the United States while he was at Vologda. Later I was Major in the French section of the Czechoslovak army that took Perm from the Bolsheviks.

"I can tell you at once that Bolshevism is not a cradle, but a grave. As one of your writers said, it is the locomotor ataxia of government. It is exactly the Kaiser's rule, and is in fact merely a German propaganda. It can never succeed in Russia or anywhere else. Let me tell you why. When we took Perm, the French Government directed me to procure statistics regarding the food and other conditions. The first thing I found was that in a large prosperous city not one child under a year old survived. Cows had been killed and eaten by the Bolsheviks. No milk. No nutritious food for the mothers.



COMMANDANT CAMILLE BOYARD

Our doctors discovered that every mother's breasts dried when her child was six weeks to eight weeks old. While I was there, M. Tinavioff, a very intelligent Bolshevik, addressed his fellow partisans at Perm, and told them they were doomed. 'You are a Bourgeoisie, only

you are a dirty and ignorant and swinish Bourgeoisie,' he told them. There are about a hundred intelligent and high-minded men in the Bolshevik organization of Russia. All the rest are murderers, anarchists, the dregs and leavings of society. Let me give you an idea of the Bolsheviks in Russia and Siberia. They look upon every one who is not of their party or employed by their party as outlaws. One may kill them on sight, rob them, outrage and torture their women and put them to death. The peasants have grain enough to last them till January 1, 1920, not beyond that. They hide their wheat and cereals in the ground. They pretend to be Bolsheviks, but that doesn't save them when the Bolsheviks are hungry and want their grain. So the peasants have agreed not to plant the fields this summer."

American Women Majors

DR. ALICE TALLANT (right) a professor in the Woman's Hospital of Philadelphia, and Dr. Maud Kelley, a practicing physician of that city, who have just returned from France, where they were decorated with the Croix de Guerre and also by the Service de Sante, were the only women raised to the rank of major in the French army.

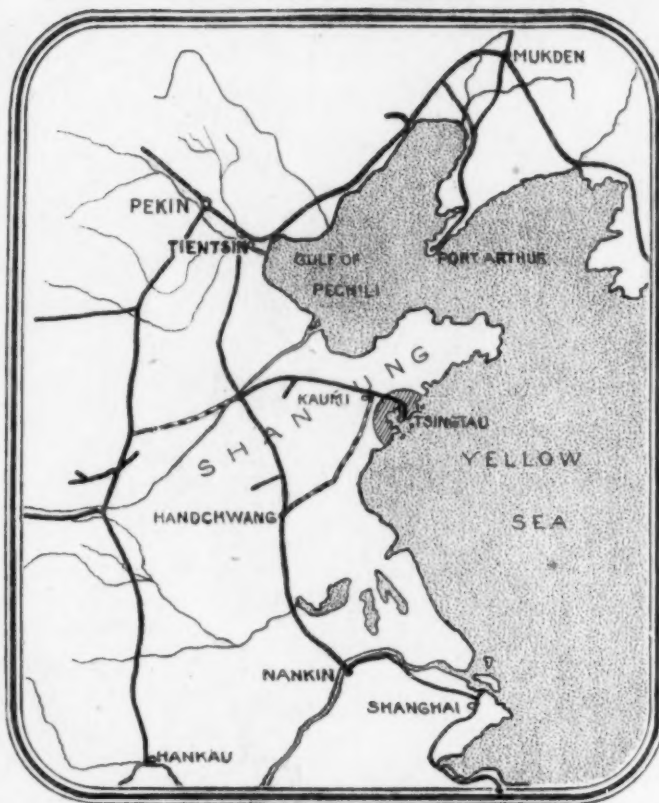
Japan's Possession of Kiao-Chau

By ROBERT T. SKERRETT

CHINA is paying the price of confidence—confidence in the justice of the Western World. She is to be penalized when she should be rewarded for joining in the war against the Central Powers. The spoils of victory are being awarded, and, paradoxically, China is to deliver to Japan, her arch enemy, the region which Prussian militarism wrested from the Pekin Government upon the flimsiest sort of pretext twenty-one years ago. Such is the climax to the progressive toll levied upon China in the name of civilization; such is the aftermath of a travesty that paraded in the guise of a defense of an enlightening religion.

Two decades back, China believed she had ample warrant to doubt the professions of the missionary, for all too often the Christian proselytizer and commercialism seemed allied for the purpose of exploiting both her people and her natural wealth. Native antagonism grew, and finally became hostile in the fall of 1897, when two German priests were murdered by a fanatical mob in the interior of Shantung. The incident offered just the opening that the Kaiser and his grasping advisers were looking for.

Satisfaction was immediately demanded by Berlin; and to make certain of getting it an armed force of Teuton marines was landed at Tsing-tau. After some negotiations—negotiations which left China no choice in the matter—Pekin agreed to evacuate the territory, and in January of 1898 a formal treaty was signed to bind the bargain. Another chapter was begun in the Teuton interpretation of Welt-Politik. As a German colonial authority has frankly expressed it: "In order to appease the sensibilities of the Chinese the arrangement took the form of a lease for ninety-nine years!" As the intruders saw it, that leasehold was as good as a deed in perpetuity, and they promptly set about making their plans accordingly.



The shaded zone around Tsing-tau is the area known as Kiao-Chau, having a radius of fifty kilometers. The dotted railway links are the two concessions obtained by the Germans in 1913. The map shows plainly the strategic position, either in promoting commerce or exercising military dominance, which Tsing-tau enjoys. The desire of the Germans was to draw to Tsing-tau a goodly share of the trade that has commonly gone to Shanghai, and the Japanese will in future be able to achieve this end by their inheritance of the German interests on the Shantung Peninsula.

Herr Paul Rohrbach, formerly Imperial Commissioner of German Southwest Africa, tells us just why the Teutons got their grip on the Shantung Peninsula and established themselves at Tsing-tau. To quote: "Like other nations interested in eastern Asia, we had to have control of a base where we could be masters in our own house, dock our ships, lay in supplies of coal and provisions, and where we could carry out naval and military maneuvers unhampered." From that base, as a military and commercial point of vantage, the intention was to dominate a contiguous population of approximately 40,000,000 natives, and through them, and largely with them, to develop both the mineral wealth and the trade possibilities of that section and the hinterland far beyond. It was a dream of empire; and while a shattered one now so far as Germany is concerned, still we can get some hint of what it is going to mean to the Japanese—thanks to the industry and energy of the Germans during their span of dominion.

Under the Teuton régime, Tsing-tau advanced rapidly as a naval and a maritime center; and piers, dry-docks, powerful cranes, machine-shops, and other essential facilities were provided upon a significant scale. In 1898, Tsing-tau ranked last among forty of the treaty ports; but by 1914 it had risen to the dignity of fifth place by reason of its increased flow of exports and imports. At that time it was gaining steadily upon Tientsin—the only other seaport in northern China outranking Tsing-tau. A few figures will help to make the nature of this expansion plain.

In the first year of occupancy, the trade, inbound and outbound, of the port had a value of \$750,000, and at the close of 1908 it represented quite \$25,000,000 annually. In the succeeding years, from 1909 to 1913, inclusive, business improved steadily, and from authori-

Continued on page 862

The Time to See America

By ROBERT BARTON

FOR the past two years Americans have been concerned with matters of so much more importance that travel for pleasure has not entered into their scheme of living. In truth, while the war was in progress, the country did not indulge to much extent in any form of pleasure. Everybody remained pretty close to the task of winning the war. Those who went to Europe went with rifles, bayonets and hand grenades, or with bandages, medicine and food.

The country went over the top in whirlwind fashion, the war is won, and every American is proud. The job is finished and it's time now to relax, and to take a trip into the big outdoors. There are few who are at variance with this opinion, and consequently there will be a tremendous exodus of tourists from every metropolis in the country this summer. Americans are going to know more about their own country a year from now, for pleasure travel this year will largely be confined to the homeland.

France is too deeply engrossed in the process of rehabilitation to welcome tourists now. That country must be given an opportunity at least to partially recover from the Hun devastation before she can be expected to extend a warm welcome to foreign travelers.

Passports are not now being granted for pleasure travel in Europe, and in all probability another year will have elapsed before that privilege will be extended. Even the countries which were neutral during the war are closed to tourists. Nor is it possible to go to Egypt, Palestine or India except on business of utmost importance. The manifold reasons why these conditions should obtain are obvious.

While these barriers loom before persons whose business does not demand that they visit Europe, there is nothing to prevent trade seekers from traveling in foreign lands. Never has the State Department refused passports to trade pathfinders who could furnish satisfactory reasons for going overseas. Washington is inclined to favor that means of strengthening the ties between this country and those with which we were allied during the war, and to that end is and always has been prepared to furnish legitimate tradesmen with the credentials necessary for such journeys.

It is a simple matter to procure passports for either

business or pleasure travel to the West Indies, South America and the Far East. Travelers are still excluded from Siberia, however, owing to the uncertainty of conditions there.

To those who are privileged to visit European countries a word of advice concerning travel conditions would not be amiss. The congestion on the railroads is appalling. Every line is choked with troop and supply trains, so that railroad facilities are taxed to the limit. This is particularly true of main lines between army bases in central and eastern France and the base ports. France is giving all the assistance we could expect of any country in getting our troops home. Traffic conditions throughout France are in a turmoil. What with the shipment of supplies from the coast to the interior, and the never-ceasing transportation of troops in the opposite direction there is not much pleasure or comfort for the individual traveler. Hotels are crowded, and the shortage of food is still very real. It is exceedingly difficult to travel from one country to another in Europe.

And it is next to impossible to procure return passage from Europe to the United States at the present time. The Department of State has issued an official warning to this effect for the information of persons contemplating short trips overseas. Steamship agents are well informed on this subject, and it would pay prospective travelers to consult with one of these agents before laying definite plans for a transatlantic voyage.

Space on the great liners, many of which have been restored to their old routes, is at a premium now, and in many cases reservations are made several weeks in advance of the sailing date. Just now there is good service between New York and South American ports, both east and west coasts.

While the prevailing travel conditions in European countries are anything but propitious, the situation in this country is about normal again. Since midwinter, when the ban was lifted on pleasure travel in America, the Government has been encouraging people to travel—to get a change of scene.

In accordance with that policy the Railroad Administration has made such additions to transportation facilities as put passenger travel back on a pre-war basis. The restoration of the through-car service to Florida during the winter was an excellent indication of the Government's efforts to induce people to begin traveling again. Attractive advertising booklets graphically describing various sections of the country are being published by the Railroad Administration.

A material reduction in the cost of travel was brought about by the abolition of the charge of one-half a cent a mile for Pullman privileges. Summer excursion rates to the myriad resorts and National Parks, while higher than before the war, will scarcely preclude visits to the beauty spots of America.

The tax on Pullman tickets has been reduced from 10 to 8 per cent., establishing a uniform rate of taxation on both rail and Pullman tickets. Authorization for the return to à la carte meals in dining cars in place of the table d'hôte meals has been granted by the Railroad Administration. But the latter service probably will be retained on crowded trains where à la carte service would cause considerable delay.

It is the intention of the Railroad Administration to inaugurate a limited advertising campaign in the newspapers and magazines with a view to promoting travel to summer resorts, National Parks and health and mountain districts.

Travel agencies are arranging independent and personally conducted tours through New England, the St. Lawrence River, the Great Lakes, the Pacific Northwest, and the great National Parks. Some attractive tours to Alaska, including "Midnight Sun" tours and visits to the Atlin Lakes region, have been arranged. Travel experts expect heavy business in the late summer and fall to Hawaii and the Far East.

Americans are going to look over their own country this summer largely because of their exclusion from Europe. This is the year for domestic travel. The slogan, "See America First," will bear fruit in the coming twelve months. Railroads and travel agencies everywhere are preparing to handle more tourists this year than ever before.

Goodyear Tires write their own advertisements upon the world lanes of travel—they write in the legible script of the Goodyear All-Weather Tread. Wherever you see this familiar imprint you are reminded that more people ride on these tires than on any other kind.

This is an actual photograph of the impression left on a muddy road by the Goodyear All-Weather Tread

Copyright 1919, by The Goodyear Tire & Rubber Co.

GOODYEAR
AKRON

A National Problem Solved

Pure, Wholesome Food+Nujol=Health

By C. HOUSTON GOUDISS

Publisher of the Forecast, Food Director of Mother's Magazine, Founder of the School of Modern Cookery and nutrition expert of national reputation.

PURE, wholesome food is necessary, but is not enough. The purest, most wholesome food will hinder rather than help health if allowed to clog the colon—the large intestine. And doctors agree that about 90% of our ailments are caused or intensified by constipation.

Some part of even the purest and most wholesome food is waste. If this waste is not kept moving out of the body, it stagnates and breeds poisons which saturate the system and cause or nourish disease.

The old, wrong way to attack such stagnation was to force a passage through the impacted mass.

The new, right way to overcome it is to let Nujol induce easy self-elimination.

And since health is as much a matter of how we eliminate waste as how we assimilate food-fuel, it must become evident to every thinking person that the use of a natural, drugless lubricant is as sensible and necessary as the eating of pure, wholesome food.

The three vital processes upon which health is based are Mastication, Assimilation, Elimination.

Therefore, the perfect recipe for health is Good Teeth; Pure, wholesome Food and Nujol.

Try this trinity. That is my message to every American.

C. Houston Goudiss.

Nujol Laboratories, STANDARD OIL CO. (NEW JERSEY)
50 Broadway, New York

Nujol Laboratories, Standard Oil Co. (New Jersey),
Room N, 50 Broadway, New York.

Please send me at once the booklet marked—

- ☐ "THIRTY FEET OF DANGER"
Constipation—auto-intoxication in adults
- ☐ "AS THE TWIG IS BENT"
Constipation in infancy and childhood
- ☐ "THE DAYS THAT GO BEFORE"
Constipation in pregnancy and nursing
- ☐ "WAGES OF NEGLECT"
Constipation as a cause of piles
- ☐ "AS THE SHADOWS LENGTHEN"
Constipation in old age

Name.....

Address.....



Three Million New Tax Collectors

By OSWALD F. SCHUETTE

LESLIE'S WEEKLY, Washington Bureau

THREE million more tax collectors for Uncle Sam!

That is the army which was unofficially enrolled May 1, without oath or commission, and yet not as volunteers, to collect the latest style of Federal taxes. The figure is based on the estimate of the Internal Revenue Bureau that is in charge of the machinery for the collection of the luxury and soda fountain taxes which went into effect on that date. These experts said that a total of 1,000,000 dealers, covering every village and city in the United States—mammoth department stores and tiny crossroads one-man shops, which never had to bother with federal taxes before—had received blanks and regulations governing the taxes which they are supposed to collect from their customers. As they average at least three clerks each, this makes 3,000,000 men and women who must gather these taxes and account for them to the nearest United States Collector of Internal Revenue.

Every time you buy a glass of soda-water, they must collect a 10 per cent. tax from you. If you top it off with a chaser of ice cream, they must collect again. No collection after you have had all you want, say the rules. Each drink or service is a separate transaction, and must be taxed separately, proclaim the experts who interpret Uncle Sam's laws for the taxpayers. If you buy a shirt that costs more than \$3, Uncle Sam gets 10 cents on every \$1 over the \$3—or fraction thereof. The clerk who sells it must keep a careful account of the tax, and at the end of the month he must make a proper and sworn return to the Government. If it is an umbrella, the "luxury minimum" is \$4; on shoes, it is \$10; on neckties, \$2; on pajamas, male and female, \$5; and on petticoats and waists, \$15. There are certain discriminations between the sexes. A man's hat is a luxury if it costs more than \$5; a woman's hat does not become a luxury until it costs \$15. Men's silk hose come under that ban of luxuries at \$1 per pair; women's at \$2.

Ready to Repeal the Tax

It seems likely, however, that these details will not long remain important. For the tax promises to die an early death. Already both Houses of Congress are preparing to repeal it. The first scant weeks of its existence were enough to flood the Treasury Department with a deluge of complaints and trouble. Nine thousand revenue agents on Uncle Sam's sleuthing payroll proved hopelessly inadequate to keep an eye on 3,000,000 amateur and unofficial tax collectors. Most of the latter did not even know what taxes to collect, for in many districts the regulations for the collections did not reach them until the taxes had been in force for a week. Some of the finer discriminations in the regulations could be adequately interpreted only by the Supreme Court itself, so the average clerk guessed at it in a general way and let it go at that.

The rules prescribed a monthly return, to be made under oath by each seller, detailing the amount of each tax collected—and on what. But this would take another army of bookkeepers, and in most cases the Treasury Department seems to be lucky to get a lump sum of collections. The mere auditing of 1,000,000 such returns each month, would require a new building in Washington, anyway. Most of the soda-fountain operators seemed to content themselves by dumping the penny taxes into special receptacles, and totaling the taxes by the day. Even the treasury officials seemed to know no better way to care for this task. But even this had its difficulties, for it was found there were not pennies enough in the United States to

take care of the new demand for them as taxpaying mediums. A rush order was sent to the mints for an extra coinage of 2,000,000 pennies a day. Even that, however, is not keeping up with the demand.

Is It Worth the Trouble?

With all this trouble, it is estimated that the luxury taxes will not bring in more than \$85,000,000 a year—if they last a year, which they won't. Both the Treasury Department officials and the leaders in Congress are urging their quick repeal. The two parties seem to agree on this issue—the only sign of harmony in the present Congress—so the repeal ought to be a speedy one. As a matter of fact the luxury tax was scheduled to die before it was born. But the filibuster which ended the last session of the Sixty-fifth Congress killed the repeal bill. The House had inserted the luxury taxes in the original Kitchen revenue bill, while the war was still in full blast. At that time, the Government's experts declared that President Wilson's idea of paying one-fourth of the war costs out of current revenue required the utilization of every possible source of taxation. By the time the bill got into the Senate the armistice had been signed. But by a fluke, the taxes stayed in the bill until it went into conference. Under the rules of the two Houses, the conference committee could not eliminate the luxury schedule. So the leaders of the two parties in both Houses speedily agreed to repeal them by a special bill. As they were not to go into effect until May 1, there seemed to be plenty of time for this.

Had to Wait for the President

But President Wilson's absence in Europe spoiled it all. It was found that the repeal bill could not even be introduced until the President had signed the original measure. When Mr. Wilson finally landed in Boston in the last week of the session and hurriedly put his name on the bill, it was too late. The filibuster was on in Washington, and even unanimous consent could not make possible the passage of the repeal. So the taxes went into effect May 1. Not until May 3 did the Treasury Department succeed in completing the necessary regulations. Since that time, the experts have been using most of their time trying to explain them.

Under section one the same experts laid down the fine distinction that an automobile fire engine was not taxable if it had seats only for the drivers. But if it could carry additional firemen, it became an auto truck, taxable at 3 per cent. Oh, it's a great life to be a tax expert! The new luxury taxes mark a high-water line in Federal taxation. Ten years ago there were less than 100,000 manufacturers and dealers who paid internal revenue taxes to Uncle Sam—chiefly on distilled spirits and tobacco. Then came the first income tax, whose exemptions of \$3,000 to unmarried and \$4,000 to married persons resulted in limiting the actual taxpayers to about 400,000. The new law, with its exemption of \$1,000 and \$2,000, brought the total to about 3,000,000.

Everybody Pays This Tax

But the May 1 taxes add the rest of the United States. It is another but effective way of bringing the war home to us and of reminding us that we must all help to support Uncle Sam. But the tax is unpopular in exact proportion to the breadth of its application. We can say what we please about "invisible government," but the American citizen seems to prefer "invisible taxation." He does not like to feel taxed when he pays, even though he knows that "indirect taxation" often costs him more than the "direct" brand.



See Their Uniform Mileage Through Your Meter's Eye

That Long-Distance Service Every Miller Gives

WE pay our respects to the motor car's odometer—for next to our system of Uniform workmanship, it is winning more motorists to Miller Tires than any other single factor.

It is proving that tire after tire, Miller casings under like conditions wear alike. That tire after tire they are long-distance runners. That tire after tire they are built to be championship standard. This Miller feat of producing Uniform Tires is much discussed by tire men. They know how difficult it is for a maker to build *all* his tires as good as his best ones. Of course this requires the choicest rubber and fabric. But more than that, the workers must be trained to build alike. Otherwise they can't make tires that run the same.

This we've accomplished and your odometer will prove it. It will prove that Uniform Millers mean no "second bests."

Not Luck—But Certainty

Here in the Miller factory we keep books on every builder; also on every tire he makes.

Before the Miller O. K. seal goes on it, each tire must grade to our uniform standard.

Thus Miller Tires give you mileage certainty. If that's what you want, don't let anyone dissuade you. Insist on the Miller—Cord type or fabric.

Geared-to-the-Road

Just one point more—these tires are **Geared-to-the-Road**. Their tread of many caterpillar feet engages the ground like cogs. Our way of meshing tread and road produces positive traction. The wheels do not lose power or slip. And driving is safe.

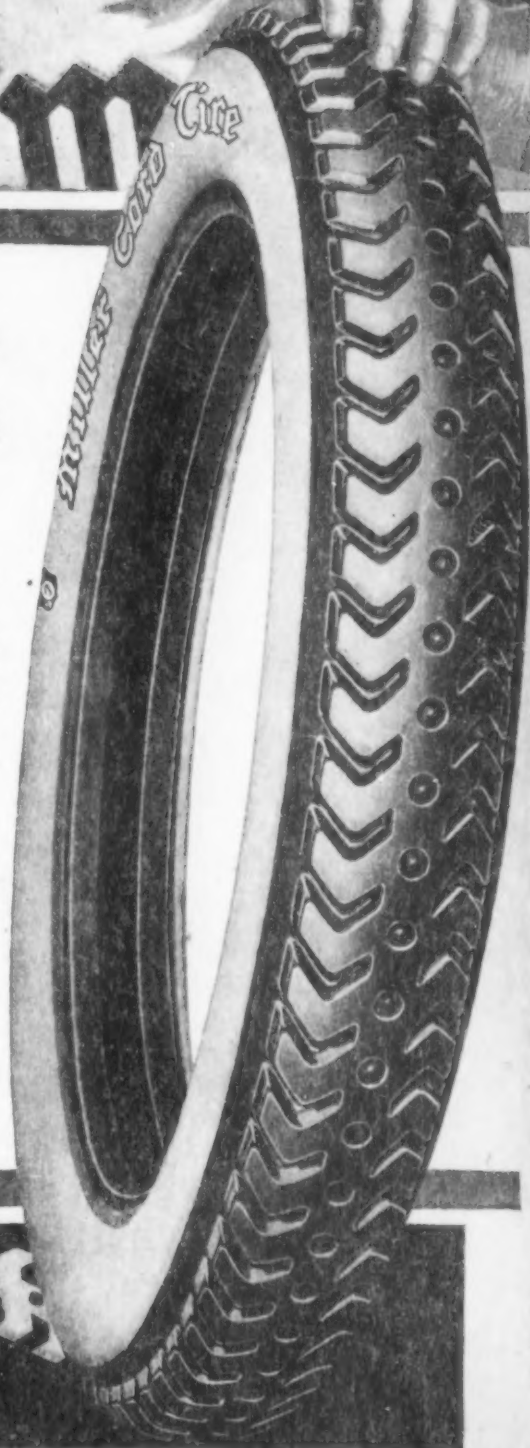
What these tires offer is worth your seeking. So please be sure to go to the Miller dealer. If you don't know his name we'll gladly send it if you write.

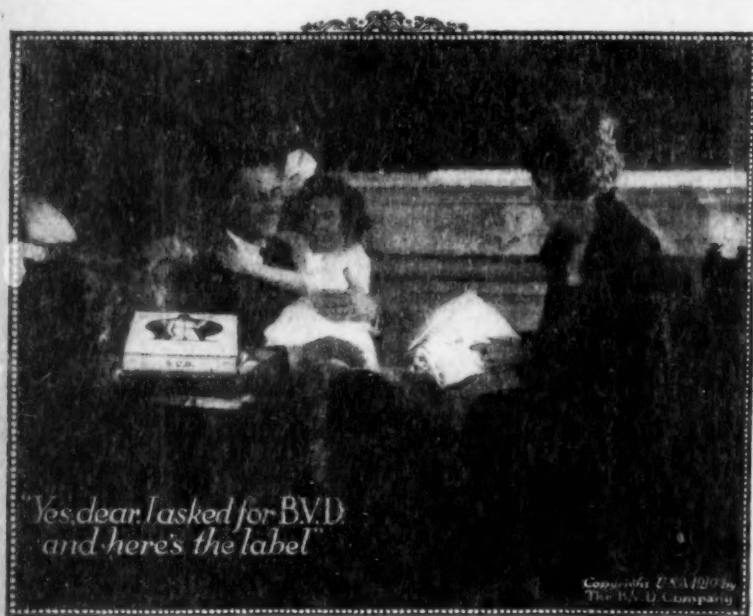
THE MILLER RUBBER COMPANY, ^{Dept. A-143} Akron, Ohio

Makers of Miller Red and Gray Inner Tubes—the Team-Mates of Uniform Tires. Also Miller Surgeons Grade Rubber Goods—for Homes as well as Hospitals

To Dealers: Write for attractive agency proposition in open territories (224)

Miller
GEARED-TO-THE ROAD
UNIFORM MILEAGE
Tires





"Yes, dear, I asked for B.V.D.
and here's the label"

Copyright U.S.A. 1919 by
The B.V.D. Company

Ask your wife how long
B.V.D. wears!
She checks the laundry!

B.V.D. quality can only be
obtained in B.V.D. Underwear



If it hasn't this
Red Woven Label



It isn't B.V.D.
Underwear

(Trade Mark Reg. U.S. Pat. Off. and Foreign Countries)

THE B. V. D. COMPANY,
NEW YORK.

B. V. D. Coat Cut Under-
shirts and Knee Length
Drawers \$1.00 the Garment

B. V. D. Sleeveless Closed
Crotch Union Suits (Pat.
U. S. A.) \$1.75 the Suit

Remember, all Athletic
Underwear is not B.V.D.



Work, a Guarantee of Peace

By CHARLTON BATES STRAYER

THE industrial reconstruction of Europe awaits the signing and ratification of the treaty. Unless Europe has the raw materials and the machinery to give the people work, no treaty of peace will bring peace to that distracted Continent. President Frank A. Vanderlip of the National City Bank of New York, on the eve of his return to America after several weeks in England and on the Continent, declared that "the real treaty of peace will be the plan whereby Europe will be able to get machinery, rolling stock and raw material and be placed in a position to help herself." Mr. Vanderlip points out that America does not comprehend the extent of the paralysis of European industry. With our freedom from the ravages of war and with the great industrial prosperity we have enjoyed the past five years, there has been, nevertheless, a feeling of suspense awaiting the adoption of the treaty. In many portions of Europe, however, industry has completely collapsed and the people are without both work and food. However great her unwillingness to do so, Germany for this reason, if no other, will have to sign the treaty.

The complete lifting of the blockade will follow the signing, and though the terms may be hard, Germany will then be free for the first time since her defeat to work out her salvation. But the defeated powers are not the only ones in industrial need. England has a million people receiving Government unemployment grants. Belgium, France and Italy have similar problems, and it is the same story with the smaller neutral powers. Idleness, high prices, and hunger will produce unrest among any people, and lead eventually to revolution. Germany will be compelled to sign in order to save herself from a worse fate. Our Senate should speedily ratify the treaty in order that all of Europe may get to work. Many hold to the opinion that the industrial situation in Europe demonstrates the unwisdom of holding up the treaty and making it depend upon the adoption of the covenant of the League of Nations. A treaty might have been agreed upon months earlier if there had been no principles of the League to consider. Germany is howling now at the severity of the terms, but they would have been infinitely more stern on the other assumption, and by their very severity would have delayed the industrial reconstruction upon which national order and international peace so much depend.

The peace is one with victory and contains conditions which will be forced, if necessary, upon the vanquished. It is not therefore an unjust peace. If justice were meted out to Germany for the crimes she has committed, she would be so stripped of territory and power as to preclude all possibility of ever ranking again among the world's great powers. Maximilian Harden, editor of *Zukunft*, the sanest voice in Germany during the war, is not impressed with the conventional ravings of his countrymen over the treaty. "The peace conditions," he says, "are not harder than I expected. Could one really have expected them otherwise?" He then goes on to show that the so-called revolution in Germany had really made no change of system, and that the present leaders and the press are using the same tricks of the old régime. One of the most amazing comments on the treaty is from the pen of an American citizen—Oswald Garrison Villard, editor of *The Nation*—who styles it "The Madness at Versailles." "In the whole history of diplomacy," he says, "there is no treaty more properly to be regarded as an international crime." It is to be presumed that Mr. Villard did not take the infamous Brest-Litovsk treaty into consideration when he made this statement. This is the same Mr. Villard who opposed our entrance into the war to the very last moment, and who has recently advocated a Soviet form of Government for the United States.

Who Likes the Treaty?

No treaty the Allied Powers could have framed would have been acceptable to Germany. Of course, Germany was "stunned" by its severity. But the Allied and neutral powers are by no means unanimous in their approval. The *London Post* and *Daily Mail* think the indemnity provisions fall short of Lloyd George's pre-election pledges, but the *Daily News* says: "We demand both the golden eggs and the corpse of the goose that would lay them." J. L. Garvin, editor of the *London Sunday Observer*, attacks the treaty because it gives "no fundamental solution to any European problem." The *London Herald*, a labor organ, thus roundly denounces the treaty: "There is no longer honor left for any of us. The League of Nations is a body without a soul." The tone of the Paris press is that the treaty is the best compromise obtainable. The French labor element follows the labor element of England in a sense of disappointment. Germany is prepared to use this labor and Socialistic dissatisfaction to promote her own ends, and has already urged that all decisions on international labor law should be based upon decisions reached at the International Trades Union Conference, held at Berne last February, a conference which Samuel Gompers refused to attend, because it was recognized as German propaganda. The comment of the Dutch press is generally unfavorable, the *Handelsblad* calling it "a crime against Germany and above all against humanity." As to the fourteen points, it is contended by some that they have been ignored in the treaty, and with equal force by others that they have been observed. The Social Democratic League of America, the Socialist organization which supported the war, says the treaty is "a leap forward," and declares that the treaty and the League of Nations "mark the greatest world revolution in history." Senator Poindexter characterizes the concession to Japan of rights in China as an "illustration of both the futility and hypocrisy of the League of Nations," while William Allen White writes from Paris that President Wilson showed great statesmanship in compromising with Japan, thus saving the League of Nations, which might have been wrecked by Japan's withdrawal.

Ebert Quotes Wilson

The Germans are making President Wilson the center of their attack upon the treaty. They sought and secured an armistice on the basis of the fourteen points, and they are making their interpretation of these points the basis of protest against the treaty terms. President Ebert is also making clever use of some of President Wilson's expressions in speeches and notes prior to America's entrance into the war. He quotes the President's reply to the Pope's note of August 1, 1917, in which Mr. Wilson said that "no peace can rest securely upon political or economic restrictions meant to benefit some nations and cripple or embarrass others." Another quotation which Ebert makes use of is the President's "peace without victory" address to the Senate in which he said, "The victor must not force his conditions on the vanquished. This would mean peace asserted under humiliation, under force and intolerable sacrifice, and leave nothing definite. It would leave a sting, revenge, bitterness, giving such a peace an insecure foundation, leaving it to rest on quicksand. Only a peace between equals can endure." It is unfortunate that the Germans have these expressions from President Wilson's pacifist days to bolster up their dying hopes.

HOTEL WEBSTER

A house of exquisite refinement and atmosphere whose appointment and service will appeal particularly to discriminating women. In the heart of New York's theatre and shopping district.

Booklet on request
45th STREET BY FIFTH AVENUE, NEW YORK



"A Smart Hotel for Smart People"

Metropolitan in every respect, yet homey in its atmosphere

HOTEL WOLCOTT

Very desirable for women traveling alone
Thirty-First St. by Fifth Ave., New York

The North Jersey Shore At Its Best

OPENS JUNE 28th, 1919

THE utmost in resort hotels. Absolutely unrivalled, on the North Jersey Coast, for comfort, equipment, guest facilities and general environment.

Accommodates 500. All rooms outside-ones. Hot and Cold salt water in all bath rooms. Perfect service by white employees.

New
Monterey
Hotel

North
Asbury Park.
N. J.



Beautiful New Grill

Opens July 1st. Exquisite furnishings. A la carte service.

The Dansant daily, 3-6, special music, supper, 8-12 with dancing.

Largest and finest restaurant on North Jersey Coast.

New York Booking Office
8 West 40th Street

W. H. Westwood,
N. Y. Representative

SHERMAN DENNIS, Manager



Hires

ISN'T it delightful? Isn't it refreshing? Yes—it is that—and more. **Hires is a real rootbeer. Some so-called rootbeers are artificially-flavored. Hires is made of Nature's own—hence healthful, sparkling, satisfying. Nothing in Hires to create an unnatural craving—nothing to unduly stimulate.**

Roots? Yes—also the juices of barks, berries and herbs—and pure cane sugar. From the shores of Central America—from the cane fields of

Dixie and from Sunny Italy—from the forests of the North and the islands of the Indies come the ingredients of Hires. **Sixteen all told**—and every one put in Hires to make it Hires—the worth-while drink, blended into a drink you can't help liking—a drink you can drink freely without wishing you hadn't. Yet you pay no more than for an artificially-flavored substitute.

To get that Hires goodness, to get that Hires purity, always ask for "Hires." If you've yet to taste it you will know why when you try it.

At all good soda fountains. Also carbonated by licensed bottlers—for sale in bottles so you can have Hires at home

THE CHARLES E. HIRES COMPANY, PHILADELPHIA, PA.

Hires contains juices of sixteen roots, barks, herbs and berries

O-o-h! but the Major was peeved! Look at the brush. Can you blame him?



The Rubberset Co., Newark, N. J.

Catun, Canal Zone, November 6, 1917

Gentlemen:
I enclose to you under separate cover a shaving brush of your manufacture with which I have become extremely dissatisfied. I purchased this brush from the subsistence store on board the U. S. A. T. Buford, somewhere on the Pacific during March, 1908, and paid 35c for it. During the interval that has elapsed since I have averaged to use it about three times a week. As you can see, it is slightly worn, though still, apparently, almost new.

My face suits me very well, and is, on the whole, the best one I have or ever had, though my friends, who are not so well placed as I to appreciate it, often knock (verbally) it. However, my sister recommends it very highly as an abrasive, so there may be some reason for the wear upon the brush. However, I leave it to you if it is not fair to expect a 35c brush to wear out in at least five years. I did, anyhow, and five years ago I purchased a new brush so as to put the old one into honorable retirement.

However, the d — — — thing refused to wear out, so, since 1913, I have had to lug two brushes all over the earth, to say nothing of the capital tied up in the second one. As you can well understand, this was a drawback, but I endured it very well until the war was upon us, with its urgent necessity for economy.

Therefore, as scrapping is now a general rule, I scrapped my old brush, but you can easily comprehend my annoyance at the entire affair when you see the almost perfect condition of this brush after almost ten years of service. But what can one do about it? I ask to know, being bewildered. Hoping you are the same, I am

Very respectfully,
(Signed) G. W. EDGERLY, Major, N. A.

THIS IS NO. 3 OF A SERIES OF UNSOLICITED ADS—NOT WRITTEN BY OUR ADVERTISING MAN—

(We are breaking the rule, in this instance, of publishing these letters without comment. We have no greater asset than our friendships—no possessions more prized than the esteem of countless thousands of Rubberset users, scattered to the farthest nooks and corners of the world. The successful "closing" of the biggest of orders fails to bring into our hearts the cheery glow that is awakened by these chance letters from afar.)

Some way or another, in the midst of war's alarms, we have lost track of Major Edgerly. We heard of him in New Hampshire, in a post in Georgia, and then, perhaps, he got busy with Fritz—"over there." And if he, or any of his friends, see this and will drop a line to W. M. Neal, Sales Manager, at 56 Ferry St., Newark, N. J., and tell of his present whereabouts and welfare, they will be doing us a real and sincerely appreciated favor.)

RUBBERSET
LATHER HAIR TOOTH BRUSHES PAINT VARNISH STUCCO
every bristle gripped EVERLASTINGLY in hard rubber!

Worthington Quality
Chairs and Tricycles
The Colson Co.
930 Cedar St., Elyria, O.

Sales Agent
Wanted to introduce transparent handled knives. Position worth \$100 month. Wanted also soldiers in camp to work extra time. Every soldier wants a knife, his camp under handle. Sure mark of identification. Send for special offer. Revalty Cutlery Co., 335 Bar St., Canton, Ohio.

W.S.S. Stamps for sale at post offices, banks, department stores, and a multitude of other places. Look for the letters

W.S.S.

Japan's Possession of Kiao-Chau

Concluded from page 856

tative sources we obtain the following data regarding the imports and exports:

| | 1909-1910 | 1910-1911 |
|-------------------------------------|--------------|--------------|
| Imports, exclusive of Chinese goods | \$12,950,000 | \$14,350,000 |
| Imports, Chinese goods | 4,550,000 | 4,200,000 |
| Total exports | 14,650,000 | 16,150,000 |
| | \$32,150,000 | \$34,700,000 |
| | 1911-1912 | 1912-1913 |
| Imports, exclusive of Chinese goods | 15,450,000 | \$20,950,000 |
| Imports, Chinese goods | 11,000,000 | 7,650,000 |
| Total exports | 18,500,000 | 18,800,000 |
| | \$44,950,000 | \$47,400,000 |

Coincident with the development of commerce, the volume of shipping touching at the port of Tsing-tau nearly doubled between 1909 and the close of 1913. In 1909 there entered and cleared 537 vessels having a total of 715,000 registered tons, while during 1913 the port was visited by 936 craft having a registered tonnage of 1,300,000. From 1912 on the German flag was carried by the larger part of the shipping; and beginning with the fall of 1914 arrangements had been made by which steamers of the North German Lloyd, both homeward and outward bound, were to make the port of Tsing-tau regularly every fourteen days.

One of the industrial developments of Tsing-tau was a thoroughly modern abattoir capable of slaughtering daily quite 500 cattle, and during 1913 there were dressed and exported, principally to Vladivostok, 35,000 beefs. In the same twelve months there were shipped alive, for the most part to the same Russian port, 25,000 cattle. The Germans reasonably counted upon greatly augmenting this business, because they had the richly productive territory of the whole of the Shantung Peninsula and beyond to draw upon for livestock. This abattoir is cited merely as typical of the commercial or industrial facilities that the Teutons were creating for the purpose of focusing business at Tsing-tau while providing her with trade conveniences that were commonly lacking at the rival ports.

The land policy instituted by the Germans was a conspicuous aid in building up the population of the city; and between 1910 and the close of 1913—the date of the last available statistics—the number of inhabitants increased 55 per cent. With this growth, and civic improvements keeping pace in other directions, Tsing-tau gave every promise of being a potent agency in making the Germans especially strong in the Oriental field of trade. Indeed, figures supplied by the merchants of Shanghai, just before the beginning of hostilities, disclosed the fact that their Teuton competitors' share of China's imports was 19 per cent. of the vast total and 28 per cent. of her millions of exports.

And to make her hold all the stronger, Germany set about encouraging cooperation of the Chinese by means of education. Throughout China there were 440 Teuton schools with an attendance of 11,000 pupils, and there was actually a waiting list among the native students seeking special training. This was particularly the case at the Tsing-tau Technical High School. There, the Germans gave instruction in many of the arts that would be of immediate benefit in developing the natural resources of one sort or another that the Teutons were bent upon turning to their account.

The leasehold of the protectorate carried with it the right to work certain iron and coal fields along the Shantung Railroad. In near-by Hungshan the bituminous coal found there is of an excellent grade, and particularly well suited for the making of coke, so essential in the iron and steel industry. The German geological experts have estimated that the fields contain in

the neighborhood of 450,000,000 tons of this valuable fuel. The deposits of iron ore, some of which are within twenty miles of Hungshan, are similarly of a superior character. Analyses have disclosed that the ore contains 65 per cent. of iron, .24 per cent. of manganese, .03 per cent. of phosphorus, and only .08 per cent. of sulphur. Because of the exceptional purity of this raw material it would be comparatively easy to work it into fine grades of steel. A conservative estimate has put the total of these deposits at 100,000,000 tons.

On account of the readily accessible coal and iron ore German interests had well under way in 1914 the construction of two blast furnaces, with steel plant and rolling mill, at a point within eleven miles of Tsing-tau. Each oven was designed to produce 150 tons of metal daily, and the capital involved in the entire undertaking amounted to \$2,000,000. Before starting this installation, investigation had established the fact that China's imports of iron scrap amounted to 50,000 tons, new bar iron 65,000, steel bars 5,500 tons, and iron ore 6,000 tons yearly; while Japan, in 1912, imported 230,000 tons of iron ore, 230,000 tons of rolled iron, 33,000 tons of wire, and 8,600 tons of ferrous materials of one sort or another.

Inasmuch as neither Japan nor Korea have good coal for coking purposes nor any measurable quantity of iron ore, the iron and steel plant near Tsing-tau was expected to find a ready and a very profitable market for its products both in China and the Island Empire. Clearly, Japan's acquisition of the German port and the mineral rights already mentioned would give the Nipponese not only immediate facilities of immense value but also potential riches of great abundance; in brief, supply needs that are yearly increasing among the Japanese. On the Shantung Peninsula it is possible to obtain any quantity of labor at a wage of ten cents a day, which means that the Japanese will be able to command unlimited man power to work the vast stores of raw materials.

In 1913, the Germans obtained two important railroad concessions, and plans were already matured for the building of these commercially strategic transportation links. At that time Tsing-tau was connected by rail with Peking and, by way of the Trans-Siberian line, with Europe. The new concessions embrace the Shantung Southern and the West Railway. The Shantung Southern branches off from the Shantung Northern at Kaumi and runs thence to Handchwang, where it joins the railroad leading south to Nankin and on to Shanghai. These rights now put at the disposal of the Japanese the means not only of tapping by rail a tremendously rich and productive area, but they offer also paths of traffic by which freight bound to and from the interior of China and Russia can be distributed at the focal point of Tsing-tau, and, if destined for the United States, can be dispatched by Japanese steamers to the Pacific coast or to our Atlantic seaboard via the Panama Canal.

Holding Port Arthur and controlling Tsing-tau, the Japanese will be able to dominate in both a military and a commercial sense much of the Yellow Sea, the Gulfs of Pechili and Liao-Tung, and the Bay of Korea. Whether the Japanese ultimately keep their word and surrender in name Kiao-Chau, which they have long coveted, their retention of the railroads, the erstwhile German mineral rights, and the trade machinery which they will unquestionably organize, will give them in fact perpetual dominance over a far-flung part of China. No wonder the Chinese protest; and American commercial interests in the Orient are going to suffer seriously in the course of time, for it will be far more difficult to put a brake on Japanese aggression than upon Teuton expansion in the Far East.

Cheaper Transportation Instead of Cheaper Cars

Corporations require cars for the use of executives. They can afford to buy to the best advantage. They choose Packards for definite business considerations: longer life and higher second-hand value; ease of handling; lower maintenance cost; reliability; economy and safety; and because the Packard is professional through and through.



HERE are a good many men in a rut as to motoring possibilities.

They don't know what they are missing or what it is costing them to use a compromise car.

They never will know until they get their hands on the steering wheel of a Packard Twin Six, feel its sensitive response, its pick-up and get-away, its pep and go, its ease of control, its absolute smoothness and accuracy.

The Twin Six is a remarkable car to handle in traffic. It is a revelation to the man who now grinds and jerks along in congested city streets.

It can be throttled down on high gear as low as two miles an hour and most of its work is done on high. From two miles an hour it will, in a few blocks, pull up to better than a mile a minute. But with all its speed and power, it is not a racing machine; it has none of the limitations of the car

built for fast travel over short distance; and it doesn't make you pay for power you don't use.

One prominent industrial man says, "The Packard has added at least three hours to my potential business day."

Another says, "With the Packard I can live 20 miles farther in the country."

Another says, "I can cover more ground and keep to schedule by my watch. These days the Packard is more reliable than the trains."

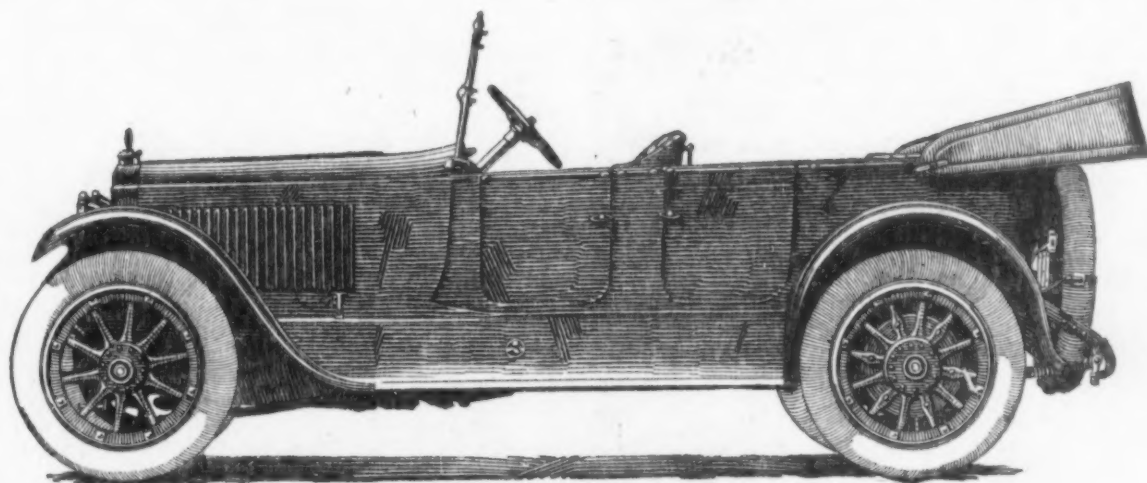
Another, "The Packard is one shining example of a motor car that an owner might elect to drive and care for himself."

There is a new science of transportation—that of motor-vehicle performance, maintenance and cost. It has to do with your car and its duty, however limited its use.

The Packard people are transportation experts; they have more to tell you on this subject than any other organization in the world. You can ask them to discuss your car problem without obligation. It is to your interest and profit to do so.

"Ask the Man Who Owns One"

PACKARD MOTOR CAR COMPANY, *Detroit*





W.L. Douglas
"THE SHOE THAT HOLDS ITS SHAPE"

\$4.00 \$4.50 \$5.00 \$6.00 \$7.00 & \$8.00

If you have been paying \$10.00 to \$12.00 for fine shoes, a trial will convince you that for style, comfort and service W.L. Douglas \$7.00 and \$8.00 shoes are equally as good and will give excellent satisfaction. The actual value is determined and the retail price fixed at the factory before W.L. Douglas name and the retail price is stamped on the bottom. The stamped price is W. L. Douglas personal guarantee that the shoes are always worth the price paid for them. The retail prices are the same everywhere. They cost no more in San Francisco than they do in New York.

Stamping the price on every pair of shoes as a protection against high prices and unreasonable profits is only one example of the constant endeavor of W.L. Douglas to protect his customers. The quality of W. L. Douglas product is guaranteed by more than 40 years experience in making fine shoes. The smart styles are the leaders in the fashion centers of America. They are made in a well-equipped factory at Brockton, Mass., by the highest paid, skilled shoemakers under the direction and supervision of experienced men, all working with an honest determination to make the best shoes for the price that money can buy.

CAUTION—Before you buy be sure W.L. Douglas name and the retail price is stamped on the bottom and the inside top facing. If the stamped price has been mutilated, BEWARE OF FRAUD.

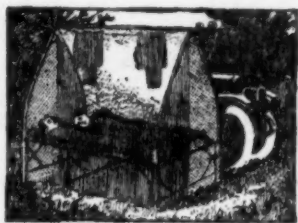
For sale by 106 W.L. Douglas stores and over 9000 W. L. Douglas dealers, or can be ordered direct from factory by mail. Parcel Post charges prepaid. Write for illustrated Catalog showing how to order by mail.

W.L. Douglas
President W.L. DOUGLAS
SHOE COMPANY,
151 SPARK STREET,
BROCKTON - MASS.

TENTOBED



Ideal for automobile tourists, campers, etc. No stakes, ropes or poles required. Can be set up anywhere in five minutes, and is as comfortable as any double bed made. Positively water, mildew, mosquito and insect proof. Folds up so compactly two can easily be carried on running boards of auto or conveniently packed in canoe. On sale by reliable dealers. Write today for free illustrated circular.



TENTOBED COMPANY

3300 Jackson Boulevard Dept. G Chicago, Illinois

1/3 off

the cost of tennis rackets and supplies through our direct-to-player selling plan.

THE BROOKS SPECIAL RACKET. The rackets get \$9 for one as good.

Send for book showing 22 models at \$1 to \$11. Also includes 1919 rules and court layout.

BROOKS TENNIS RACKET CO.
18 Colonial Road Providence, R. I.
Reference: NACU Bank of Commerce

10,000 Miles Guaranteed and No Punctures

10 Day Free Trial

After ten years test by thousands of car users, Brioston Pneumatic Tire has solved the pneumatic tire problem. Easy riding, absolutely proof against punctures, blow-outs, ruts, rim cut, skidding, oil, gasoline. In short trouble proof. Written 10,000 mile guarantee. Some go to 20,000.

TRY 'EM AT OUR EXPENSE

Make us prove it. Don't pay if not satisfied. Write to-day for details of most liberal, convincing "free trial" plan ever offered. Send with illustrated descriptive book.

The Brioston Mfg. Co., Dept. 79
519 W. O. W. Bldg., Omaha, Neb.

The Red Flag on the May Pole

Concluded from page 842

tion gleaned, but he can listen to what is told him. Combining his own experiences and observation with what he is told in explanation, I think the average thinking American's judgment would be something like this, and I do not believe that it would be very far wrong: "The natural *thrift* element in the French nature always occupies some component part in French action, and consequently must enter into the revolutionary spirit. This ever-present sense of economy may have a narrow vision, but it is essentially practical. Consequently, any 'getting at' the spirit of the present unrest demands, 'First, search for the part played by the *franc*.'"

After this search is attended to, all the attending dramatic episodes, whether vital or merely used as propaganda glue to hold other ideas together, may be studied.

The *franc* just now is playing this part: As far as the people's information goes, while they do not estimate just how much indemnity Germany will pay, they believe that France will receive indemnity, and they are not going to hazard losing this indemnity by radical action at home; also, as the popular mind has not figured out from any information so far received from the government as to just how it is proposed that the burden of taxation will fall, this after-the-war problem has not yet become so acute as to be a positive irritant.

The problem of the experts on Jaures day, then, was to determine whether the French temperament of the crowd was running "true to form." The general conservative belief was that the mob evidence could be summed up as being a protest that the people are waiting for developments, and in the meantime are bringing forth in review the evidence of their potential strength. The verdict was also pretty well agreed upon that the test of whether Bolshevism can find a foothold at all in France—whether a major or a minor struggle—is a postponed issue until after the peace with Germany is made and the true trend of economic readjustment is definitely indicated to the people.

Thus, before any test is at all likely to arise, there rests with the government this interim period (of perhaps six months) to be used as its best wisdom dictates.

The first move by the government came within a week after Jaures day. It was its official recognition of the eight-hour day. This recognition, it was everywhere said, had drawn some of the teeth from the labor demonstrations expected to be held through May. One issue of discontent had been squashed.

The dramatic side to Jaures day was much more spectacular than the searching to learn the importance of the *franc* in the affair.

During the parade, armed with a camera and a police press card, I found myself *persona grata* with both the paraders and the police. The words "American correspondent" appeared to be a sufficient introduction. I was invited to ride in one of the two Socialist newspaper motor cars, which headed the procession (one of which was filled with flowers), so that I could get "good pictures." Also, the police posed with a smile.

When, later, I emerged past the point where the police were dispersing the parade and ordering the red flags to be furled, of a sudden an impromptu parade formed with a red flag raised high by its leaders—some of whom were in uniform—and this crowd began singing the "International." And then one group began chanting:

"Soviet! Soviet! Soviet!
Bolshevik! Bolshevik! Bolshevik!
Boom! Boom!
Boom Clemenceau!"

This group of chanters was small, not

more than a score. But the words were words of extreme political violence, a message of sinister import—that is, if the message meant anything at all. Having seen something of mob violence upon one occasion or another in different parts of the world, I found myself catching my breath, and waiting with that expectation of chill and thrill which one feels when suddenly confronted by some possibly violent spectacle completely separated from one's own initiative or participation. As a matter of fact, very little happened. As far as any "temper" was concerned, it was a light-hearted affair, much after the fashion of an incipient college riot which lacks the impetus to mature.

I was riding at the moment in an American Signal Corps car. We were moving abreast of the forbidden parade. The police, also, had heard those words. We saw the police start. The result was the most polished and finished police effort in efficiency I have ever seen. They came, a handful of perhaps forty, against fifteen hundred. They appeared from the side and were running in the direction of the parade's advance. They could not have met it head on, but coming as a compact unit, and then spreading out into a fan-shaped attack, they were able to cut and re-cut the line, thus effectually dissipating it as a body. The long hair of some of the leaders proved to be as fatal as was the glory of Absalom. Police fingers seemed to have a *ju-jitsu* adaptation in that direction. Although there were some stabbings, there were no fatal casualties on either side, nor was there any marked evidence of passion on either side.

This particular red flag was not pulled down until the bearers had run the length of the avenue and had come to the great Arc de Triomphe at the Etoile. They tried to pass under the arch, but the crowd gathered there decided otherwise. (Whether the police had sprinkled the crowd with plain clothes men or not, I do not know.) The flag was saved, although it disappeared, sinking into the swirl of struggling figures. It was wrapped in hiding in a poult's coat.

I have since the day talked over the "temperament" of the parade with Frenchmen of all classes. They have agreed that there is no crowd so good-natured as a French crowd, even when it is demonstrating a hot-blooded issue, *until*! And that word "until" has a mystery and secret of its own. A certain machine-gun lieutenant—who had four strenuous years of the war—brought up this point. "There are going to be some other demonstrations," he said. "How far will they go? I do not know. But take my word for this, my absolute word as if it were sacred, and don't allow any pride to interfere. It is this, mingle with the crowd all you wish. You will find it unexplainably good-natured, and light-hearted. BUT—and you will surely know it in an instant—when you feel the temper of the crowd suddenly changing, turn on your heel and run for all you are worth. Otherwise you will find yourself in a maelstrom of which nothing else is so ugly."

That is the balance. The dénouement of Bolshevistic revolt for Europe and France lies in the future. For France, especially, the germ may well lose its virulence from the prophylactic of the thrill sense which will say practically, in words of the *franc*, if for no other reason. "Bolshevism, your balance sheet reads all the wrong way!" The other side of the scale is the "hand of war," which has stirred deep into the caldron of life and has muddled the ideals and beliefs which seemed so clear a brief four years ago, and which has made men so careless of life and property that no one is exactly sure of just what values we have left.

Let a Wounded Soldier
Read This Copy of
Leslie's When You've
Finished Reading It

The Army authorities tell us they can't begin to supply the soldier-demand, especially in the hospitals, for good periodicals. There never are enough *Leslies* to go round. Simply place a 1c stamp on the cover and drop in the nearest mail box. Uncle Sam will do the rest.

The Melting-Pot

In the last seven years New Bedford, Mass., has planted 4,000 shade trees, which, it is estimated, will in 25 years be worth more than \$1,000,000 to the city.

Women's industrial service centers are being established by the Y. W. C. A. in ten of our leading cities, to demonstrate the best way of meeting the needs of women earning their own living.

The Federal Government will distribute 20,000 motor trucks, valued at over \$45,000,000, to the highway departments of various States, to be used on roads constructed in whole or in part by Federal aid.

In spite of high prices of materials, nearly \$1,000,000,000 worth of building projects are getting under way in this country, and 1919 may prove one of the greatest years in our history for building and construction work.

American cigarettes have become very popular among Orientals. The number exported to the Orient in the present fiscal year will exceed 8,000,000,000, worth \$16,000,000, against less than 2,000,000,000, worth \$3,000,000, in 1915.

To facilitate placing in jobs men released from the nation's service, the Chamber of Commerce of the United States urges commercial organizations to finance the return of discharged men when these have not funds to pay transportation.

An orchard company at Cumberland, Maryland, recently went into bankruptcy. The amount invested in the enterprise was \$3,000,000, while the assets were only \$300,000. There were over 2,000 tract owners, who will receive but 10 per cent. of their investments.

Annual statistics of the seniors at Yale University show that fifty of the sixty-six students who indulge in intoxicants learned to drink after coming to the university. Of eighty-one who smoke, thirty-five acquired the habit in college.

During the past 10 years property investments in American railroads have increased from \$13,600,000,000 to \$18,000,000,000; gross revenues from \$2,500,000,000 to \$5,000,000,000 a year; the pay roll from \$1,000,000,000 to \$2,400,000,000; but dividends paid from \$700,000,000 to only \$725,000,000.

Reports from over fifty cities in the South, West and Middle West to the United States Mortgage & Trust Company, New York, indicate that the labor supply is adequate and returning sailors and soldiers are being generally employed; that real estate conditions are encouraging and that retail trade is excellent.

Prominent Chinese educationists will appeal to President Wilson and powerful European statesmen to assist the movement to secure the \$300,000,000 remainder of the Boxer indemnity for the education of the Chinese people. The American share of the Boxer indemnity was returned to China and with it hundreds of Chinese students have been educated in America.

The total amount of money in circulation in the United States March 1, 1919, was \$5,753,047,734, or a per capita of \$53.76. Ten kinds of money were in circulation, namely, gold coins, gold certificates, standard silver dollars, silver certificates, subsidiary silver, Treasury notes of 1890, U. S. notes, Federal Reserve notes, Federal Reserve bank notes and national bank notes.

Vice-President Sisson of the Guaranty Trust Company of New York maintains that Government arguments for Federal control of railroads after the war are political buncombe, and that the wage increase just granted railway employees was economically unnecessary and must be offset by taxation. He says that, with increases of 25 per cent. in freight and 50 per cent. in passenger rates, the service is becoming worse.

Let the people think!



High Sign
No. 7

The High Signs of Orlando

Wait! Hold fast, brother—here's a member. That man with the piercing gaze and the glint in his eye is giving you the sign of the Long Look.

It means the search is ended, the secret is revealed. He's found it—the perfect smoke. And now he looks no more. He has joined the Order of Orlando.

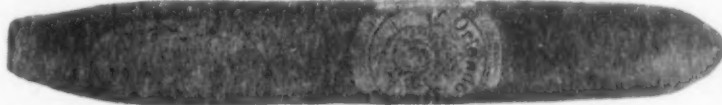
Join these wise men of Gotham and revel in the inner circle of the Blue Haze. Go to any United Cigar Store, make a noise like a small coin, and give the password—"Orlando."

Orlando

The Sign of a Good Cigar

If you are looking for a mild cigar of full bouquet, you'll find it in Orlando. If you are looking for a big cigar or a small cigar or a low-priced cigar, Orlando will answer your every wish.

Some say it's the mildness of Orlando—others say it's the pleasing aroma. Quality is the answer of many. All are right, and yet, well, try an Orlando and learn the secret yourself.



Media Perfecto size, 10c Box of 25, \$2.50—50, \$5.00

Orlando comes in ten sizes—10c to 15c. Little Orlando 6c. Ten sizes enable us to use a fine grade of tobacco without waste—the secret of high quality at low prices.

Sold only in United Cigar Stores and United Agencies—"Thank you!"

UNITED CIGAR STORES COMPANY

Over 1300 Stores and Agencies in Over 500 Cities. General Offices, 44 W. 18th St., New York





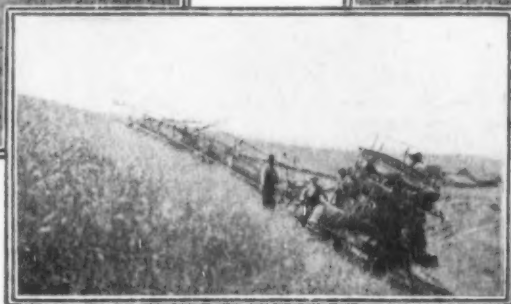
The Crops from 125 Million Acres are Eaten Each Year by the Horses of this Country.



The horse is admittedly inefficient even for harvesting and transporting his own food. This little tractor is replacing six horses when hauling and loading these two hay-wagons.



Orchard cultivation is difficult because of the narrow spaces between trees and the sharp turns which must be made. Nevertheless, the tractors are rapidly replacing horses in this work.



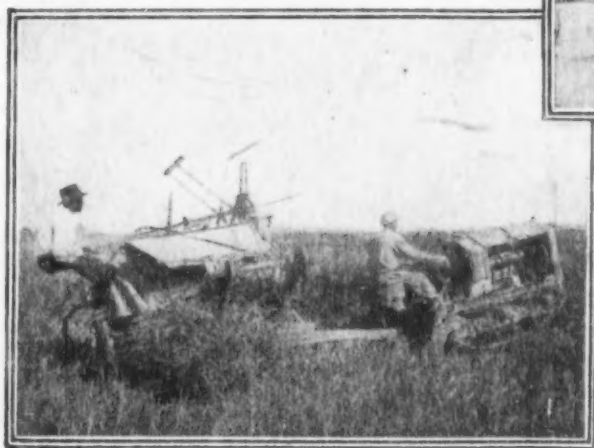
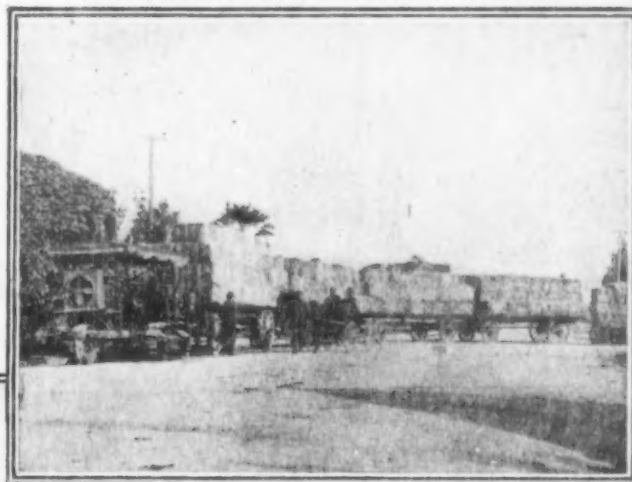
Those who feel that the tractor is suitable only for work on level ground, should visit some of our hillside farms on which tractors travel where horses can't.

ALL of this is land which could be turned to the production of food for human beings—if the horses did not need it.

One tractor will replace a half dozen horses on a farm—and its food comes from under the ground—NOT from valuable land.

There is a tractor for every kind of work, for every size of farm—but it is important to select the right type. The Motor Department of LESLIE'S WEEKLY will advise any person interested in the selection of a tractor, and will give a list of the makes best suited to each individual requirements. This service is free of charge to all readers of LESLIE'S WEEKLY who will use the following coupon and who will return it to H. W. Slauson, M. E., Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

After spending the spring and summer in plowing, cultivating, and harvesting, the tractor can put on its seven-league boots and transport the product of its work to market or the nearest shipping point.



Rice is generally grown in swampy land over which horses can travel only with the greatest difficulty. The tractor having its weight distributed over a large driving surface can harvest the rice crop with no fear of mud holes. The tractor is not quite amphibious, but it can almost replace the flat-bottom boat on some of the rice plantations in the south.

Motor Department
LESLIE'S WEEKLY
225 Fifth Avenue, New York City

Mail Today

I am interested in the selection of a farm tractor of about horse capacity, and costing about \$..... I am especially interested in the tractor. My farm is of acres, on which I raise as crops. The soil is (kind) The shipping point for my crops or produce is miles distant over roads. I already own a passenger car of (kind) and a truck of (make)

Please give me advice regarding the selection of a tractor which will do my work more efficiently and at a lower cost than horses.

NAME

ADDRESS

Fourth Edition Questionnaire for Investors

SO great has been the demand for our "Questionnaire for Investors" that we have been compelled to print four editions of this invaluable piece of investment literature. It tells—

*How to test the safety of any investment,
How to distinguish the sound from the unsound,
How to avoid loss.*

Our supply of the Fourth Edition is limited and requests for the Questionnaire will be supplied strictly in order as received. We therefore suggest that you call or write promptly. Ask for

Circular No. D-903

S.W. STRAUS & CO.

Established 1882 Incorporated
NEW YORK CHICAGO
150 Broadway Straus Building
Detroit Minneapolis San Francisco Philadelphia
37 years without loss to any investor

The Open Door to Investment

Through Baby Bonds and Odd Lots of stock, you can buy the securities of our own Government, of foreign Governments, of railroad, industrial and public utility corporations.

You can buy such securities for cash or on the Partial Payment Plan.

We invite your inquiries.

Send for Booklet D-4
"Odd Lot Investment"

John Muir & Co.

SPECIALISTS IN

Odd Lots

61 Broadway, N.Y.

The Future of the Oil Industry

The Standard Oils
Oklahoma Producing & Refining Analyzed
Booth Fisheries Company
High Grade Diversified Investment
Trend of the Stock Market

These subjects, as well as other financial topics, are covered in our semi-monthly publication, "Securities Suggestions"

Sent free upon request.
Ask for 29 "D"

R-C-MEGARGEL & CO.

27 Pine Street-New York

7% FIRST MORTGAGE BONDS

DENOMINATIONS \$100, \$500, \$1000.

SECURITY—First Mortgages On Improved Oklahoma Farms.

Loans placed conservatively, only by expert appraisers and in best Agricultural districts.

We have loaned over \$3,000,000 without a cent of loss to any investor.

Bonds mature in 5, 7, and 10 years; denominations of \$100, \$500 and \$1,000. They NET 7 per cent to investor. Write for literature, today.

AURELIUS-SWANSON CO., INC.
Assets Over \$400,000.00
28 State Nat. Bk. Bldg., Okla. City, Okla.

THE BACHE REVIEW

Clear, condensed, information weekly, on situation in business and financial world. Valuable to investors and business men.

Free on Application

J. S. BACHE & CO.

42 Broadway New York

W.S.S.

Stamps for sale at post offices, banks, department stores, and a multitude of other places. Look for the letters - - **W. S. S.**

WE are creatures of imitation. As usual, the public began to buy securities when they thought everybody else was buying. Those who would not pick up bargains offered in a dull market months ago have been climbing after securities and paying 10 to 50 points more to get them. Of course, everybody was waiting to see whether the rise was real or fictitious.

There were some serious drawbacks to the situation, but there was one strong, vital bull point that I have endeavored ever since election day to impress upon my readers, that many lost sight of. That was the change in the political complexion of Congress.

The preceding Congress was hopeless. Its bungling tax legislation, its extravagance, the needless hardship it inflicted on business—all led to a very despondent feeling, and this was the inspiring motive of the voters when they went to the polls last November and decided on a change in the legislative branch of the Government.

Grave responsibility rests upon the present Congress. If it fails to meet it, the public will resent it as deeply as they resented the unbusinesslike conduct of its predecessor. The business men of this country who are really at the basis of its prosperity want economic peace. They are willing to pay their war taxes and all other taxes, but they want them levied in a fair, reasonable and equitable way.

Above all, they want them to be as little complicated as possible. They feel that a budget system should be adopted by our Government, the same as has long since been adopted by every first-class power. I honestly believe that if we had had a budget system when we entered the war, our expenditures would have been reduced by at least \$3,000,000,000. What this would mean to every taxpayer is obvious.

That fine spirit of optimism which marks the American character is at the bottom of the rise in Wall Street and until it is discouraged by untoward events, the outlook for prosperity will continue to be good. The spirit of hopefulness regarding pending legislation has been greatly stimulated by the announcement by Senator Penrose and his associates and by Representatives Gillett, Fordney, Mondell, Goode, and others that a reconstructive policy has been already arranged and that it will provide, first of all, for a repeal of the luxury taxes, a revision of the war revenue bill on businesslike lines, the establishment of a budget system and legislation to relieve the railroads from the frightfully expensive incubus of Government ownership. Is it surprising that, with such a program outlined and with Congress under the compulsion of keeping its pledges, fresh interest in securities of all kinds has been manifested?

Settlement of the railroad problem will be difficult. Various plans are being discussed by some of the ablest railroad men and financiers in the country. The reassuring fact is that Senator Cummins, chairman of the Committee on Interstate Com-

Jasper's Hints to Money-Makers



H. E. BARBOUR,
Of Fresno, Cal., who was elected to Congress in the Seventh California District. His constituents include the raisin growers of the coast, who have the most successful cooperative organizations in the world, for storing and marketing products.



W. FRANK SHOVE,
Treasurer Pocasset Manufacturing Company and president Cotton Manufacturers Association of Fall River, Mass., who was reelected president of the National Association of Cotton Manufacturers, at its recent convention.



HALEY FISKE,
Of New York, who has been made president of the Metropolitan Life Insurance Company, to succeed the late John R. Hegeman. Mr. Fiske was vice-president for twenty-seven years and has served the company nearly forty-six years.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their weekly and to answer to inquiries on financial questions and in emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be included. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York. Full name and exact street address, or number of postoffice box, should always be given. Anonymous communications will not be answered. The privileges of this department are not extended to members of clubs who are not individual subscribers.

merce, has already outlined a bill which will provide for much fairer consideration of the railroads than they have been receiving, from legislative bodies. I do not entirely approve of the Cummins plan. Howard Elliott of the Northern Pacific, one of the ablest men in the country, has pointed out the manner in which it can be improved, and I am hopeful that his suggestions and that of others of wide experience may be given the consideration they deserve.

Few realize that under the first year of Federal control less than a dozen of our great railroad systems were able to earn the amount of Federal compensation to which they were entitled. Some of the greatest systems heretofore in highest favor in financial circles, like the B. & O., St. Paul, Northwestern, Great Northern and even the Pennsylvania show a startling deficit in reaching the Federal compensation, and several roads, including the Erie and Western Maryland, show an operating deficit. It is obvious that, unless something is done to improve the railroad situation, the drift under governmental control is distinctly toward bankruptcy, and this is happening while passenger and freight rates are the highest we have known in many years.

In banking circles there is a very deep and sober impression that President Loree of the Delaware & Hudson Company was justified in declaring, in his annual report, that unless the railroad problem was settled satisfactorily and speedily our whole industrial fabric would be affected unfavorably. The public has learned at last the truth about Government ownership. President Rea of the Pennsylvania is justified in his statement to the Chamber of Commerce of the United States that "politics and business have not mixed so far in any country, and even in the countries under autocratic institutions, Government guarantees or direct Government ownership

fore, decidedly a bull factor in favor of the granger railroads.

The rise in the market has reversed ordinary conditions. Usually it begins with the best of the investment securities. The present rise found its greatest stimulus in the oil stocks. The market seemed to catch the oil fever so prevalent in Texas. Million-share day markets crept up to two million. Conservative speculators thought they saw signs of danger. Usually danger signs are clearly visible when a rise in a well-established security is carried to such an extent that everything on the list sympathizes with it, including those low-priced neglected speculative propositions commonly classed as "cats and dogs."

The question has arisen whether we are discounting possibilities of peace, of big crops and of reconstructive legislation. This can hardly be as long as standard securities are still selling on a basis yielding a much better return than can be had in normal times. Safety lies in the purchase of these. A speculator, of course, will prefer to try his hand at securities that are showing the wildest advances regardless of the fact that in due time these will show the heaviest losses.

The bottom of the market seldom drops out all at once. A bull campaign usually culminates concurrently with some event of signal importance, like the signing of the Treaty of Peace. Those who have taken profits on the recent rise are waiting for a break to enter the market again in the firm belief that the reconstruction program of Congress will justify another advance and later on the outlook for the crops will be still more helpful, but neither of these is beyond the risk of disappointment. I have always said that a profit is a good thing to take.

S. FREDERICK, MD.: As the preferred stock of Rochester Railway & Light Co. is not so readily marketable as the 7 per cent. preferred stocks listed on the Exchange, the latter are preferable. Note references elsewhere to leading preferred stocks.

had not brought initiative, low rates, or anything to commend them to us here."

The rise in the stock market has had the adventitious aid of the boom in the new oil fields, especially of Texas and Wyoming. All the railroads passing through or bordering on the new oil territory have benefited by the increased business the oil excitement has brought them, and still more by the hope that oil might be discovered on some of their properties. This has attracted attention to all the low-priced railroad stocks, in which a rise has been overdue. It would have started long since if railroad earnings had not shown so desperately bad.

Railroad earnings ought to show an improvement if the wheat crop sizes up to anything like the extraordinary figures now being given out. With the governmental price of wheat fixed at an unusually liberal figure, we must expect the new crop to be rushed to market with unprecedented haste, for the farmers will not hold their wheat when they know that they can command a high price by immediate shipment. The crop outlook is, therefore, decidedly a bull factor in favor of the granger railroads.

Special Opportunities

An inquiry to the concerns listed below will bring complete details in every instance.

AGENTS WANTED

Hydronizer: Insures clean plugs, consumes carbon, saves gasoline, intensifies power and increases speed. For all cars. Money back guarantee. Big profits for agents. Free literature. Friedberg Mfg. Co., 2935 W. Lake Street, Chicago.

Enormous profits selling Duo guaranteed products. Easy sales at every house. All or spare time. Outfit free. Duo Co., Dept. W85, Attica, N. Y.

Big N. Y. Manufacturer Wants Agents to sell garments for men, women and children direct to wearers. Fine profits. Contract protection when qualified. Dept. 18, Quality Garment Co., 79 5th Ave., N. Y.

Sell Insyde Tyres. Inner Armor for old or new auto tires. Increase tire mileage. Prevent punctures and blowouts. Liberal profits. American Access Co., Dept. L-1, Cincinnati, O.

PATENT ATTORNEYS

Patents. Write for Free Illustrated Book, "How to Obtain a Patent." Send model of sketch and description for free opinion of its patentability. Highest References. Reasonable Terms. Victor J. Evans & Co., 813 Ninth St., Wash., D. C.

Inventors—Desiring to secure patent. Write for our book, "How to Get Your Patent." Send model or sketch for our opinion of patentable nature. Randolph Co., 789 F St., Washington, D. C.

Patent-Sense. "The book for Inventors and Manufacturers." Free. Write Lacey & Lacey, 649 F St., N. W., Washington, D. C. Established 1869.

AUTOMOBILE ACCESSORIES

"In-Ten-So" Ford Headlight Regulator increases Headlights 200 per cent. at all engine speeds. Makes night driving safe. Illuminates road 200 ft. ahead—through fog or dust. Easily attached. Operates automatically. 200,000 Satisfied Ford Users. Guaranteed life of car. Money refunded after ten-day trial if not satisfactory. Sent prepaid on receipt of \$1.50. Why deliberately risk your life with unsafe headlights? Order "In-Ten-So" immediately. Continental Auto Supply Co., Dept. L. W., Davenport, Iowa. (Attractive Proposition for Live Agents.)

SONG WRITERS

Song Writers: Submit your song-poems now for free examination and advice. Valuable booklet explaining our original methods of revising, composing, copyrighting and facilitating free publication or outright sale of song, sent free on postal request. Learn the truth from a reliable successful source. Satisfaction guaranteed. Knickerbocker Studios, 116 Gaiety Bldg., N. Y. City.

HELP WANTED

Government Positions Pay Big Money. Get prepared for "exams" by former U. S. Civil Service Secretary-Examiner. Write today for free booklet 99, Arthur R. Patterson, Rochester, N. Y.

PHOTOPLAYS, STORIES, ETC.

Free to Writers—a wonderful little book of money-making hints, suggestions, ideas; the ABC of successful story and play writing. Absolutely free. Just address Authors' Press, Dept. 30, Auburn, N. Y.

BUSINESS OPPORTUNITIES

Automatic Adding Machine, Subtracts, Multiplies, Divides. Does work of \$300 machine. Retail \$12.50. 5-Year Guarantee. Catalog and terms free. Dept. L, Calculator Co., Grand Rapids, Mich.

REAL ESTATE

We buy or sell your farm, city property or business for cash, wherever located. No commission charged. Particulars free. Co-operative Realty Agency, 401 Douglas St., Akron, Ohio.

SALESMEN WANTED

Salesmen: Get Our Plan for Monogramming Autos, traveling bags, sporting goods, etc., by simple and fast transfer method. Very large profits. Motorists' Accessories Co., Mansfield, O.

OLD MONEY WANTED

We Buy and Sell Old Coins. Guaranteed Price List, 4x6, illustrated, sent for Ten Cents. Get Posted. You may have valuable Coins. Clarke Coin Co., Box 86, Le Roy, N. Y.

SPECIAL OPPORTUNITIES

Here is what one of our advertisers says of Leslie's Weekly:

"I consider Leslie's one of the best advertising mediums on my list. The fact that the majority of requests come from intelligent people proves that Leslie's has a high-class circulation."

Manufacturers or others using space in this column can give a brief outline of their merchandise, proposition, or services and then either complete the sale or encourage business with descriptive catalogs and follow-up. This suggestion is offered to prove the value of good advertising, with a view that some day, appreciating its value, your business will increase and you can use space on a larger scale.

Guaranteed Circulation 450,000, 95% net paid. Edition order now running in excess of 500,000 copies an issue.

Rate \$2.25 a line. A 15% discount is allowed when six or more consecutive issues are used. Minimum space four lines.

After Aug. 20, 1919, the rate will be \$2.75 a line.

K., MILWAUKEE, WIS.: Wilson & Co.'s surplus on December 28, 1918, was nearly \$20,000,000. On its present dividend, the stock is selling sufficiently high.

S., WILLIMANTIC, CONN.: American Sugar common, Beet Sugar common, Amer. Woolen and Col. F. & I. common are good business men's purchases, especially if they can be had on recessions. American Sugar common is the least speculative of the four.

M., CORNWALL, N. Y.: The service of motor trucks is not likely to adversely affect prices of railroad stocks. The trucks in some localities supply the roads with freight that might not otherwise reach them, and they tend to relieve railroads of unprofitable short hauls.

B., MOBILE, ALA.: You can obtain an increase of income by disposing of Colorado Southern 4's and U. P. 4's and investing in Col. Products pfd., Union Bag & Paper, the preferred stocks of leading industrial corporations, or in first-class real estate or farm mortgage bonds.

J., DENVER, COLO.: Both S. O. of Indiana and S. O. of N. J. are sterling stocks. The companies have built up immense surpluses. The outlook for them is most promising, but whether they will within the next seven years double their surpluses or distribute them in extra dividends cannot be foreseen.

H., NEW CANAAN, CONN.: Bonds offered by S. W. Straus & Co. are well regarded. The Barrett Company is prosperous. S. O. of Ind., S. O. of N. Y. and S. O. of N. J. are all flourishing. You might divide your \$4,000 among the foregoing securities, but I do not advise a woman to purchase Sinclair Oil, which is paying no dividends and has been speculatively advanced.

M., TERRE HAUTE, IND.: I have no records regarding the Alabama Oil & Development Co., or the Gibson County Royalties Assn. If the earnings enable payment of 25 per cent. dividends, and the future is bright, why does the Royalties Assn. need to sell stock? A holding of only 528 acres is a very moderate foundation for a successful oil company. The price of the stock seems to have discounted the future considerably.

P., YOUNGSTOWN, OHIO: I do not look for a slump in Anaconda, or other leading coppers, but the present state of the market is not favorable to advance in price. The copper situation will probably improve before many months. Western Maryland stock is a long-pull speculation. Ray Copper, with its reduced dividend, is not specially attractive. I would prefer Chino. Esmeralda Oil is low-priced and highly speculative.

W., PITTSBURGH, PA.: I never advise buying stock on a margin. If so bought, the margin should be ample. Allen Oil has risen on expectations that oil will be struck on its holdings. It has had a good rise, and is decidedly speculative. Safer low-priced oil stocks are Cosden & Co., Sapulpa and Elk Basin, all dividend-payers. If you have a big profit in Mexican Petroleum it might be well to sell. If not, you might hold your stock for a while.

D., BURNHAM, PA.: There are safer stocks for a man of "moderate circumstances" than Lehigh Valley, Cresson Consolidated and Midvale Steel. Among them are American Woolen pfd., U. P. common and pfd., Corn Products pfd., Willys-Overland pfd., Atchison common and pfd., C. C. & St. L. pfd. First mortgage bonds of the leading railroad and industrial corporations, and the best real estate and farm mortgage bonds are also good investments for persons of moderate means.

C., WASHINGTON, D. C.: The list of bonds in which you invested \$8,000 for your friends is a fairly good one and I see no reason at present to dispose of any. There should be but little trouble in turning the most of them into cash. American Public Service is a public utility organization with eighteen subsidiaries operating gas, electric, ice and other plants in Oklahoma and Texas. The company is not particularly strong, but seems to be earning fixed charges by a substantial margin.

C., BROOKLYN, N. Y.: International Nickel having passed its dividend, and St. Paul not having declared a dividend for months are both in the speculative class and not so attractive as many other issues. Better railroad stocks than St. Paul are U. P. So. Pac., N. Y. Co., and C. C. & St. L. pfd. Oklahoma P. & R. and Willys-Overland common are still fair speculations, but it is always safer to take a profit. Island Oil will remain speculative until the litigation against it is decided. The company's holdings are very productive and many investors are taking a chance and retaining their stock. The future of Green Cananea and Kennecott depends on the market price and demand for copper. The companies have valuable properties.

H., FRANKLIN, PA.: Perfection Tire is highly speculative, and not a "good investment." Efforts to boom it do not appear very successful. Northwest Oil Company has a fair amount of territory and is a moderate producer, but I have no record of dividends. It would be safe for a woman to invest in an oil company which is a seasoned dividend-payer. The Salt Creek Producers Co. lately offered to exchange one share of its stock for 25 shares of Midwest common or 20 shares of Midwest pfd. Sufficient Midwest stockholders have exchanged to make the merger complete. You could sell your stock at a fine profit. It would be advisable to invest your limited capital in preferred stocks or bonds of established dividend-paying companies.

New York, May 24, 1919. JASPER.

Free Booklets for Investors

To those who ask for Letter "L," J. Frank Howell, member Consolidated Stock Exchange, 52 Broadway, New York, will mail a special list of high-grade railroad and industrial securities that may be bought on favorable terms. Read it.

Aagaard & Thorniley, 526-7 I. W. Hellman

Bldg., Los Angeles, Cal., an engineering firm of standing, will supply authentic, professional and confidential reports on western mining properties and securities. They invite inquiries.

Many investors and business men owe success to information and suggestions printed in the widely known and authoritative "Bache Review." Copies free on application to J. S. Bache & Co., members N. Y. Stock Exchange, 42 Broadway, New York.

Six per cent. first mortgages on Kansas and Oklahoma farms are offered by the Farm Mortgage Trust Co., 543 Jackson St., Topeka, Kans. Participation certificates for \$100 upwards are also offered. Apply to the company for its partial payment plan.

The 6 per cent. bonds of a municipal irrigation district, exempt from income tax and selling to yield 6 1/4 per cent., are recommended by the Northwest Trust & Savings Bank, Seattle, Wash. The bank will send explanatory circular A5179 to interested parties.

The great State of Ohio contains many stable, prosperous industrial corporations whose stocks are worth while. Information and advice concerning these investment issues may be obtained of Otis & Co., Investment Bankers, Cuyahoga Bldg., Cleveland, Ohio.

Hosts of investors are at present interested in oil. What shall be the future of that great industry? Points on the subject are given in articles printed in "Securities Suggestions" issued by R. C. Megargel & Co., 27 Pine Street, New York. This publication can be had free upon request for 2c "D."

Heads of business are deeply concerned in the future of prices of commodities and possible export demand. Babson's Reports are helpful in gauging the market. They are prepared by Babson's Statistical Organization, Wellesley Hills, Mass. Full particulars will be supplied by Dept. K-30, of this organization.

Liberty Bonds may be bought in the open market, at attractive prices, for cash or on the partial payment plan, and in denominations of \$50 upward. For complete information regarding them send for booklet H-4, "Your Liberty Bond," to John Muir & Co., specialists in Liberty Bonds, 61 Broadway, New York.

To be successful the investor should have knowledge not only of present prices but also of past earnings of securities. Booklets on coppers, Standard Oils and independent oils compiled by L. R. Latrobe & Co., 111 Broadway, New York, should be consulted by would-be buyers of such issues. Copies sent free on request.

A profitable speculation may be found in 100 shares of Carbo-Hydrogen Co. of America 7 per cent. pfd. stock (par \$5), with a bonus of 25 shares of common, all costing about \$487.50 and yielding \$35 yearly. For a full statement write for Circular "L. W." to Farson, Son & Co., members New York Stock Exchange, 115 Broadway, New York.

The close of Government bond campaigns should mean an increasing demand for all the high-class investments. Well-secured issues quoted at low prices and not yet influenced by the upward movement may be found in July booklet No. 1034 LW, issued and sent to investors by Peabody, Houghteling & Co., 10 South La Salle Street, Chicago.

All persons interested in oil securities can obtain facts regarding them without charge from the service department of Dunham & Co., Investment Securities, 43 Exchange Place, New York. Those desiring to keep posted on events which may affect their holdings may get free service by sending name and address and writing for 100-DD to Dunham & Co.

The responsible National Bank of Commerce in New York gathers from original sources many business facts which smaller banks or individuals can not obtain. It places at the disposal of its friends the exact information it gains relating to intelligent, conservative and courageous business policies, and invites communication from interested parties.

Investors puzzled to decide on the merits of investments can find help in "Questionnaire for Investors," published by S. W. Straus & Co., 150 Broadway, New York, and now in its fourth edition. This booklet is valuable because it indicates how to distinguish sound from unsound investments, and thus to avoid losses. To secure a copy of it write to Straus & Co. for circular No. D-903.

Owing to the high legal rate of interest it is possible, in certain sections of the South, to issue first mortgage bonds bearing 7 per cent. interest. G. L. Miller & Co., Inc., S-1017 Hurt Bldg., Atlanta, Ga., deal in bonds of that yield, secured by income-earning apartment and business structures located in prosperous cities. For details ask the company to send its booklets, "Banking Credentials" and "Miller Service."

The preferred stock of the Cities Service Company yields about 7 1/2 per cent. at present price, and is an inviting purchase. The company is one of the largest producers of oil in this country and paid over \$4,000,000 on preferred in 1918, earnings having been more than five times preferred requirements. Dividends are paid monthly. Circular LW-107 imparting complete information will be sent to any investor by Henry L. Doherty & Co., 60 Wall St., New York.

Now that the war has ended, it is expected that cities and States with plans for public improvements will issue bonds to raise money that will put large numbers of men and women to work. To purchase such issues will aid the country to prosper and the purchaser will receive returns free from Federal income tax. The National City Co., National City Bank Bldg., New York, which deals extensively in municipal and State securities, places at the service of the public the experience and advice of its experts, who may be consulted at its offices in New York or correspondent offices in forty-seven leading cities.

A Wise Investment



NO other type of investment has a better record for safety, stability, and good yield than good 6% First Mortgage Real Estate Serial Gold Bonds. The issues offered by this company are notable examples of this type of investment. They are invariably characterized by exceptional safety. Each issue is backed by new, income-producing property valued at double the amount of the issue or more than double.

Write for "Questions and Answers on Bond Investment"

Federal Bond & Mortgage Co.

90 E. Griswold Street

Detroit (2198)

6% to 7%

Make Reservations Now for July Delivery

The close of the final Liberty Loan Campaign and decreased borrowing of the Government means an increasing demand for the ordinary high-class investments at higher prices.

Our July Booklet No. 1034 LW is now ready and offers well secured investments at very low prices not yet influenced by the new demand.

Peabody, Houghteling & Co.

(ESTABLISHED 1885)

10 South La Salle St., Chicago, Ill.

Investors' Manual

Contains complete up-to-date statistics on

Copper Stocks
Motor Stocks
Independent Oils

A Copy Free on Request.

We specialize in all high grade

Curb Securities

and invite orders for cash or

conservative margin.

L. R. LATROBE & Co.

Established 1908

111 Broadway,

New York

SEATTLE 7% MORTGAGES

INTEREST rates are higher in the Pacific Northwest because of the strong local demand for credit. Our mortgages represent the unquestioned security of improved Seattle property, analytically selected by us. We forward interest semi-annually. Send for list.

JOSEPH E. THOMAS & CO., Third Ave. and Spring St., Seattle, Wash.

BONDS and STOCKS

of HIGH GRADE may be bought on a favorable basis. Irrespective of amount invested, conservatism should be the key note in buying. Special list of Railroad and Industrials sent free. Ask for Letter "L."

J. FRANK HOWELL

Member Consolidated Stock Ex. of N. Y. 62 Broadway New York

SEATTLE SAFETY

First Mortgages on Seattle income-bearing residences and business property of steadily increasing value. The merit of these mortgages freely established by our years of successful investment experience in Pacific Northwest securities. The reputation of this home back of every investment offered.

Write for descriptive literature.

NORTHERN BOND AND MORTGAGE CO.

808 Third Avenue, Seattle

Under This Heading

"Free Booklets for Investors"

on this page you will find a descriptive list of booklets and circulars of information which will be of great value in arranging your investments to produce maximum yield with safety. A number of them are prepared especially for the smaller investor and the "beginner in investing."



The Open Book- Summer Vacations in the East

Plan now to get away for a joyous, restful vacation. Take advantage of the return of Peace. You have worked hard, sacrificed and saved. You have earned time off. You need the change. Where will you go?

Down by the Sea

From the forty beaches of New Jersey to the hundred harbors of Maine—around the shores of Long Island and up the coast of New England—are the most famous seashores in the world. All are planning for you the gayest summer season on record.

The Call of New England

If the carefree, open life of the camp calls, you may hunt, fish, and canoe in woods and lakes of New Hampshire and Maine. If you are a golf enthusiast, or love magnificent views, you may choose the White and Green Mountains. Infinite variety here.

It only remains for you to decide—WHERE?

The United States Railroad Administration has issued the following descriptive booklets of the above sections containing authoritative information and lists of hotels: "New Jersey Seashores," "Long Island," "New England Shores South of Boston," "New England Shores North and East of Boston," "New England Lakes and Mountains," "Adirondacks and Thousand Islands," "Saratoga Springs, Lake George and Lake Champlain," "Niagara Falls," "Michigan Summer Resorts." Ask your local ticket agent to help you plan your trip, or apply to the nearest Consolidated Ticket Office; or write the nearest Travel Bureau, naming the Booklet wanted.



UNITED STATES RAILROAD ADMINISTRATION

Travel Bureau
143 Liberty Street
New York City

Travel Bureau
646 Transportation Building
Chicago

Travel Bureau
602 Healey Building
Atlanta

Regarding Subscription and Editorial Matters

SUBSCRIPTION OFFICES: Main office—Brunswick Building, 225 Fifth Avenue, NEW YORK. European agent: Wm. Dawson & Sons, Ltd., Cannon House, Bream's Bldg., London, E. C. England. Annual cash subscription price \$5.00. Single copies of present year and 1918, 10 cents each; of 1917, 20 cents each; 1916, 30 cents each; etc.

Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

CHANGE IN ADDRESS: Subscriber's old address as well as the new must be sent in with request for the change. Also, give the numbers appearing on the right hand side of the address on the wrapper. It takes from ten days to two weeks to make a change.

ADVERTISING OFFICES: Brunswick Bldg., New York; Walker Bldg., Boston; Marquette Bldg., Chicago; Henry Bldg., Seattle.

EDITORIAL OFFICES: Main office—225 Fifth Avenue, New York. Washington representative—320 District National Bank Building, Washington, D. C.

To Contributors: LESLIE'S will be glad to consider photos submitted by any amateur or professional. Contributions should always be accompanied by postage for their return if unaccepted.

Contributors are requested to state—1. Whether such photographs have been previously published. 2. Whether they have been sent to any other paper. 3. Whether or not they are copyrighted.

Copyright, 1919, by Leslie-Judge Company. Entered at the Post-office at New York as Second-class Mail Matter. Entered as Second-class Matter at Post-office Dept., Canada. Published weekly by Leslie-Judge Company, 225 Fifth Ave., New York. John A. Seicher, President. Reuben P. Seicher, Secretary. A. E. Rolauer, Treasurer.

Printed by the Schenck Press.

Address all correspondence to LESLIE'S 225 FIFTH AVENUE NEW YORK CITY



"WAR BABIES"

THIS amusing picture, in full colors, 9 x 12, mounted on a heavy mat, ready for the frame, will be sent postpaid for

25 Cents

JUDGE ART PRINT DEPARTMENT
225 Fifth Avenue New York City

In and Out of the White House

Concluded from page 854

the nomination for President had been made, certain of the New York delegates expressed the belief that the re-election of Harrison was unlikely—the wish possibly being father to the thought—and Mr. Morton was not named for that reason; and Mr. Reid was deliberately brought out, so far as they were concerned, with the avowed idea that his nomination would still further reduce the chances of success. Whether that proved true or not, the fact remains that this was the openly expressed hope and purpose of some of the anti-Harrison leaders. Governor Foraker, who had "double-crossed" the Ohio delegation, said with marked glee as he left the Convention Hall, that no one had better reason to be satisfied with the day's work than he; he had got even with several men he most disliked politically, and who, he fancied, were in his way.

Defeat followed in November. The Roman Catholic vote was largely mobilized against Harrison because of friction over the policy of removing, so far as could be, denominational control from the Indian schools. I had a copy of the circular issued to the voters of the Church, particularly in those sections of the country where Indian schools were most in evidence. This circular had the endorsement and authority of high ecclesiastical digni-

taries. The organized Labor vote was turned against the Republican Party because of the Homestead Riots and the arming of the Pinkerton detectives. The President was strongly opposed to the arming of any private organizations of men; but the harm was done, despite him. The indifference and opposition of influential Republicans continued throughout the campaign. As late as August Chairman Carter talked with Mr. Platt, who said, "If I should do in this campaign what I did in 1888, and be treated in the same way, I would grill either Harrison or myself, most likely myself." In addition to all this General Harrison personally was practically lost to the campaign. The most he could do publicly was through his letter of acceptance, written at Loon Lake by the bedside of his dying wife. He wired me to come up and go over the document with him, which I did, and when completed, gave it to the public from Washington. Harrison's voice was the most potent vote-getter in 1888, and its absence in 1892 was a loss of serious consequence.

If the recall of these events has present value it is that they give a little inside view of a type of party leadership and management the recrudescence of which, in kind if not in degree, is by no means an impossibility in these days of political transition.

Baltimore Learns Its Poverty Causes

Concluded from page 843

than 25 per cent. have come to this country within the last ten years. The others have been here a decade or more. The heads of more than nineteen-twentieths of all the families relieved, have lived in the United States for more than ten years, and more than six-sevenths have been residents of Baltimore City for that length of time.

Small families are more conducive to poverty than large ones, according to the facts disclosed by the investigation. In 8,141 of the families investigated, the investigators had information as to the number of children.

There were none under 16 years of age in nearly one-half of these cases. In 5,645 families, or more than two-thirds of the total number, there were no children under 16 years of age, or there were not more than two such children. Of the 8,531 cases, in which the number of individuals in each family was known, more than half that number did not exceed three. It is possible, however, the smallness of the family was due to the fact that the children in such cases apparently leave the household early. There was not one family in twenty in which there were more than two children over 16.

The death rates of babies and children in these families, according to the report, is below the average of the entire population. The returns with reference to 8,419 families show that 7,539 have never lost a

child, and that in 565 cases there was only one dead child. That is to say, in less than 4 per cent. were there two dead children.

Old age, another generally accepted chief cause of poverty, is also bowled over by the figures presented. There were only 199 cases said to be due to the problem of old age. This is little more than one in 50 of the total number dealt with.

In summing up, the report says: "To sum up the whole matter, the figures compiled seem to indicate that in Baltimore, among the cases dealt with, the immediate cause of necessity for assistance was more or less special to the individual or family concerned, such as low physical, moral, or mental competency, either congenital or as the result of some accident or misfortune. They do not show what part, if any, is played by economic conditions, effecting large portions of the community. Apparently, whatever these conditions were, and bad as they may have been, they were not such as would economically submerge any considerable number of persons who were not of low physical, moral, or mental capacity. It is quite possible that the low standard of wages in particular industries may itself have been the cause of living conditions which did bring about physical, if not other infirmities. All that can be said is that the data here disclosed do not justify the assertion that such was the case."

Getting Over the War

Concluded from page 837

and one-third has been wounded to a more or less degree. Certainly there is glory enough for all. Little Belgium stayed the German flood until France could gather herself together. France held four hundred miles of line for four years with a loss of half a million men at Verdun, Great Britain with her navy destroyed the German sea power, Italy divided the fighting strength of Austria, and Uncle Sam came in at the last and put on the finishing touches that have destroyed forever the doctrine of the divine right of kings. Under the cover of this doctrine—used as a cloak to cover the ambitions of a few men—has lurked the cause of most wars in the past ages.

The United States emerges from this war with a debt of perhaps thirty billions of dollars. The interest and sinking fund of this debt, the maintenance of a larger army and navy, together with the cost of operating the Government, means an annual Federal tax of perhaps four billions of dollars as against one and one-half billions prior to the war. Our most serious problem is the keeping up our present standards of living with somewhere near our present wage scale, and at the same time attempting to secure a share of the world trade. It will take the careful thought of the wisest minds of the nation to work out a plan. A Republican Congress will undertake this task.

The BILTMORE

43rd and 44th Streets and Madison Avenue

The center of social life at
TEA TIME

Ideally convenient for
suburban dwellers



Ordinary woven lining
Notice the loosely woven texture
Wears down quickly and unevenly, losing its gripping power as it wears

Thermoid Hydraulic Compressed Brake Lining
Notice the compact texture
Wears down slowly
Gives uniform gripping surface until water thin

Thirteen hundred accidents cause injury or death every day

IN a single day in New York City alone it is estimated that there are 33 automobile accidents serious enough to report—accidents which caused injury or death.

For the entire country the number amounts to 1300 every day.

At least 10 per cent of these accidents could have been avoided if the brakes had been in good condition, and properly applied. That is the judgment of New Jersey state authorities.

Brake inspection insures safety

It is so simple to be on the safe side. Go to your garage man today, and have your brakes inspected. Thousands of motorists are making this a regular precaution at sixty day intervals. Possibly a simple tightening of the brake rods, or an adjustment of the equalizer, is all that is needed

to give you safety instead of ever-present danger.

If the garage man says the brakes need relining, follow his advice without any delay.

Why Thermoid brake lining is safest and wears longest

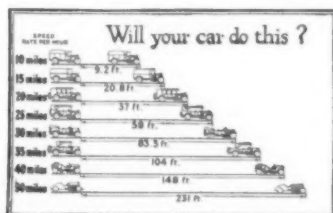
In each square inch of Thermoid brake lining there is 40% more material than in ordinary woven lining. This additional body gives a closer texture which is made tight and compact by hydraulic

compression under 2000 lbs. pressure. In addition to this, Thermoid is *Grappalized*, an exclusive process in manufacture which enables it to resist moisture, oil and gasoline.

The close, compact texture of Thermoid, so processed, causes it to wear down more slowly than ordinary brake lining, and evenly so that it maintains its gripping power even when worn to wafer thinness.

The engineers and manufacturers of 50 of the leading passenger cars and trucks have standardized on Thermoid Hydraulic Compressed Brake Lining because it makes their cars safer.

Have your brakes inspected today. Remember that every foot of Thermoid is backed by *Our Guarantee: Thermoid will make good—or WE WILL.*



This chart shows the distances in which a car should stop, at any given speed, if the brakes are efficient.

Thermoid Rubber Company

Factory and Main Offices: Trenton, N. J.
New York Chicago San Francisco Detroit
Los Angeles Philadelphia Pittsburg Boston
London Paris Turin

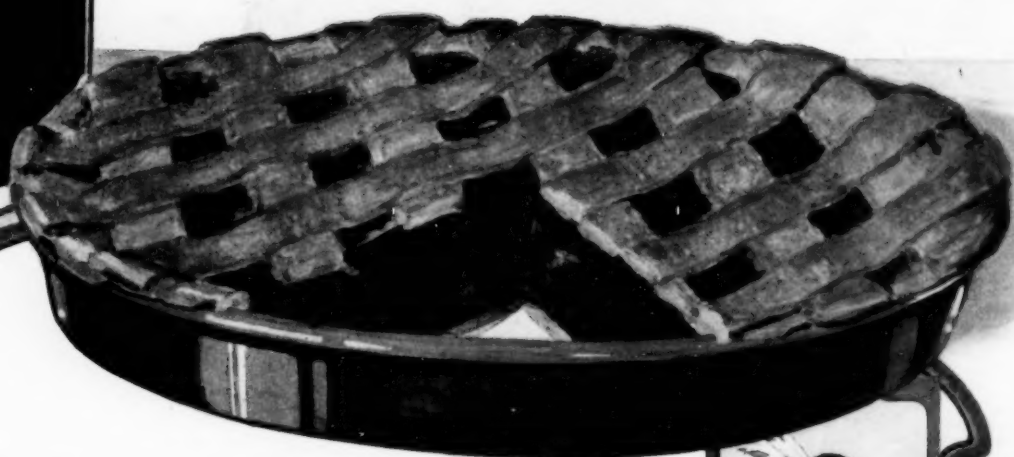
Canadian Distributors:
The Canadian Fairbanks-Morse Company, Limited
Montreal

Branches in all principal Canadian cities



Makers of "Thermoid-Hardy Universal Joints" and "Thermoid Crolide Compound Tires"

Karo



Make Perfect Preserves with Karo (Red Label)— and Use it in Cooking and Candy-Making

HOME-MADE PRESERVES—there's nothing to equal them when put up the Karo way (Karo red label and sugar—fifty-fifty).

Experience helps, but even the beginner gets wonderful results. Preserves retain much more of their natural flavor than when sugar alone is used.

The Karo way is the *sure way*. Karo prevents crystallization and improves the keeping qualities of your preserves, jams and jelly.

When a woman starts the use of Karo for one thing she soon extends it to others. Karo helps the flavor of fillings for pies and tarts. Added to bread and rolls it gives that delicate sweetening that good cooks appreciate.

Let the young folks use it for candy—for taffy, fudge and divinity.

Full directions for the use of Karo in preserving, cooking and candy making in the new illustrated Corn Products Cook Book. Sent free to you on request.

In the meantime try out these Karo recipes:

KARO PIE

$\frac{1}{2}$ pound evaporated apples, 2 cups of Karo, 1 cup seeded raisins, juice of 1 lemon. Soak apples over night in cold water. Boil apples and Karo 20 minutes over the fire, add raisins and lemon, boil 10 minutes longer.

Line pie plate with rich pie crust, fill in the mixture, and lay strips of the pie crust from edge to edge, bake slowly in moderate hot oven till brown on top and bottom.

2 cups sugar
2-pound can Karo
 $\frac{1}{4}$ cup vinegar

Boil sugar and Karo till it gets a little thick and add vinegar. When nearly done add Mazola and soda. Remove from fire and add vanilla. The test for all taffy is that it must be crisp in cold water.

TAFFY

1 tablespoon Mazola
Pinch of soda and salt
2 teaspoons vanilla

CORN PRODUCTS REFINING COMPANY
Dept. H. P. O. Box 161 New York City

